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American Railroad Journal.

Saturday, July 31, 1852.

Hillsboro and Cincinnati Railroad.

Report of the preliminary survey of the route, by the Chief Engineer, to the Directors.

GENTLEMEN:—Agreeably to your instructions, I have now completed the preliminary surveys, for the establishment of the shortest and best line practicable, for the extension of your railroad eastward from Hillsborough, Highland county, Ohio, to Parkersburgh, Wood county, Virginia—there to connect—through the Northwestern Virginia railroad, with the Baltimore and Ohio railway, and thus to form the Ohio link, in the great railway chain, destined soon to unite St. Louis with Baltimore by a route, unrivaled for shortness, and unsurpassed in commercial and other advantages.

Upon the subject of these surveys I have now the honor to present the following

REPORT.

The reconnaissance made by the writer during the past winter, in company with two energetic members of your board, indicated that by pursuing the favorable valleys which offered themselves in an east and west direction, and developing the line along their sinuosities, a practicable and economical route, could readily be obtained for the extension of your railroad, from Hillsborough to Parkersburgh.

But the great prolongation of the route which

was found necessary, to take advantage of the lines of the easiest slope, though it favored the construction of some important branches, and the accumulation of trade, from the south, gave it nevertheless, a length which was considered objectionable, by the parties in interest with us.

To remove that objection, the present surveys were instituted, to establish a direct line across the state, notwithstanding the increased cost of graduation, which it was foreseen, would be necessary, in order to push the line directly upon Parkersburg in a course transverse to the entire drainage of southern Ohio, and to overcome the obstacles which might be expected in crossing the difficult country to be encountered—especially within the limits of the Ohio company's purchase.

For the sake of a more convenient reference, the present report, is divided into the following separate heads:

1. Preliminary observations.
2. Description of the preferred route.
3. Local position of this route, and its connexion with other lines.
4. Estimated cost of the line.
5. Of the coal trade to Cincinnati.
6. Of the general business and probable revenue of the road.
7. Concluding remarks.

Prior to entering upon the immediate subject matter of this report, the writer may be permitted to congratulate the directors, on having completed the western division of this important road from the town of Hillsborough to its junction with the Little Miami railroad at Loveland's, and thus secured a railroad connexion with the city of Cincinnati six miles long at present, but ultimately to be reduced to 55.

Upon this portion of the line the cars are now running with regularity, and with a degree of profit, that could not have been so soon anticipated. Though but a few weeks open, and with very imperfect arrangements for business, this road is now paying its expenses, and clearing six per cent, on the whole investment.

The commercial advantages that will flow to the city of Cincinnati, and to your own community, from the opening of this new and important avenue of business—sensibly felt as they already are—cannot, in their probable future influences, be too highly appreciated.

To have the locomotive engine this day, running regularly, sixty miles out of Cincinnati, eastward, upon the best and most direct route towards the coal and iron beds of Ohio, and towards a junction with the Baltimore line, is a solid triumph which nothing can shake.

The town of Hillsborough is within 51 miles (by our railroad survey) of the nearest open coal mine to the city of Cincinnati—more than one-half then of the whole distance to the coal beds, has by your exertions, been already spanned with a running railroad, and we have only now, to fill in this com-

paratively short stretch of railway, to place that city in connection with those inexhaustible beds of mineral fuel, toward which in seasons of necessity her longing eyes have been so often cast, and which if then accessible by a first class railway, would have carried comfort, and joy to many a gloomy fireside.

Upon the through line, between Baltimore and Cincinnati, the cars are now running regularly at both ends of this great route.

From Cincinnati eastward they run out to Hillsborough 60 miles, and from Baltimore westward they are now running to, and beyond the point of divergence of the Parkersburgh road, leaving a gap to be filled in by your exertions, and those of the Northwestern Virginia railroad company, of about 223 miles, 119 miles in Ohio, and 104 in Virginia—the heavy sections of the latter being already advertised for contract.

To complete this link, in such a through line cannot be a matter of any great difficulty, at the present day.

PRELIMINARY OBSERVATIONS.

The first efforts of our surveying parties were directed to a minute examination of the Summit ridge, dividing the waters of Paint creek, from the Scioto river, and of the various approaches leading up to it, from the main streams on both sides.

Our ability to leave Paint valley with a feasible railroad line, being entirely controlled by the elevation and position of this summit ridge, and its lateral drains, my chief assistant, N. F. Jones Esq., quartered himself there, with a small party, and devoted nearly two months, to a most thorough examination of that portion of the peninsula between Paint creek and the Scioto river, which appeared to be within range of our route—using in person—for the sake of exactness, the different instruments alternately.

These laborious investigations, while they clearly developed the practicability of crossing the summit, within the limits of grade and curvature adopted, at the same time, more than confirmed our previous opinions of its expensive character, and led us eventually to seek a route avoiding its difficulties, by turning the ridge itself, with a shorter line.

These examinations being completed, in the latter end of the month of March, the western party was filled up, and began to extend its surveys east of the Scioto; at the same time, a full party was started from Parkersburg, under the direction of Samuel Linton Esq., and operated westward.

A complete reconnaissance of the country having been previously made by the writer, it was determined to limit the gradients facing east, (or opposing the local business of Cincinnati) to 39.6 feet per mile—whilst the maximum grade facing west (or favoring that business) was fixed at 58.8 feet to the mile.

The minimum radii of curvature were ultimately established by trial on the ground, at 143 $\frac{1}{2}$ feet,

on grades of 10 feet per mile and under; and at 1910 feet, on grades over 10 feet per mile.

The maximum resistance to be overcome by a train moving towards Cincinnati upon this line, will therefore be represented by a 39.6 feet grade, upon a 1910 feet curve; and from Cincinnati by a 52.8 feet gradient, upon a similar horizontal sweep.

The considerations inducing the adoption of this system of curves and gradients, were few and simple.

A gradient of 52.8 feet per mile, upon curvatures of 1000 feet radius, having been adopted by B. H. Latrobe, Esq., the chief engineer, as the controlling resistance to govern the profile of the Northwestern Virginia railroad; and having been communicated to the writer, it became evident that these limits ought not to be exceeded by us in either direction, but improved upon, of course, if the ground admitted.

It being also manifest, that from the Ohio mineral region at all seasons, and occasionally from all the river counties, a heavy local trade would set in towards the city of Cincinnati—irrespective of the through business—there seemed to be a strong propriety in flattening the gradients to be encountered by the traffic of the road in going towards Cincinnati, in order to favor the local trade of that city, to the people of which we are already indebted for important aid, in the conduct of our enterprise.

The maxima of grade, and minima of curvature were therefore established as above recited, and for the reasons intimated.

Within these limits of grade and curvature, our surveys now enable us to say, that the whole country between Hillsborough and Parkersburg, may be successfully crossed by a railway line, not only entirely unobjectionable in its engineering characteristics, but in fact highly favorable, both for great speed and heavy traction.

Upon this system of gradients, the same maximum exertion of locomotive power will propel a train, through our line and its connexions, from the city of Cincinnati to the base of the Allegheny mountains, a distance of about 300 miles,—since no gradient exceeding 52.8 feet per mile, will be encountered within that distance, upon any of the lines.

While the local business going towards the city of Cincinnati, from any part of our route, or from the Ohio river, will have an advantage in the gradients of about 25 per cent.

The low gradients upon our line, to be overcome by the coal trains, in going towards Cincinnati, will enable the transportation of coal to that city, from the mineral region of Ohio, to be carried on with more advantage upon this road, than any other terminating there.

This is an important consideration, to which we shall have occasion to invite attention hereafter.

The reconnaissance, conducted in advance of the surveys, indicated that there was some intermediate points so fixed by the position of the leading valleys and the general features of the country as to become secondary termini.

These positions are three in number, viz: Pike-ton, Jackson, and Wilkesville, through or near which this line must pass.

These points, being fixed apparently by the nature of the ground to be traversed, simplified our surveying operations, and reduced them to the comparatively easy one, of tracing our line, as directly as practicable, between these points, and from the two outer ones to the main termini of the route.

The impracticability of railroad routes, in south Ohio, has been for years a favorite theme with certain persons in this state.

This inaccurate and even ridiculous idea, has been assiduously propagated, in almost every imaginable form of expression, by map, letter, and report, and has had such currency given to it, by parties whose public position ought to have made them more regardful of truth, that it has at last obtained some hold upon the public mind.

Fortunately for the people of southern Ohio, the results of the present surveys, will dispel forever, the imaginary cloud of impracticability, in which—as with a pall—a few designing men have sought to wrap this portion of the state; more with the object (as it now appears) of advancing adverse interests, than from any regard to the facts of the

case, into which, indeed, they have never troubled themselves to inquire.

LOCAL POSITION OF THIS ROUTE, AND ITS CONNECTION WITH OTHER LINES.

This line, beginning at Cincinnati, runs through Hamilton county, along the borders of Clermont, Warren, and Clinton—centrally through Highland, Pike, and Jackson, across the lower township of Vinton, and diagonally in an E. N. E. direction across Meigs county, and through the south-eastern corner of Athens, and south-western corner of Washington counties, Ohio.

Going east from Hillsborough, this line connects at the town of Bainbridge, in a distance of 22 miles, with Paint Valley, ever celebrated for its extraordinary fertility.

Near Piketon, it intersects the great Scioto Valley, and connects with the Ohio State canal.

At Jackson, 56 miles out from Hillsborough, 111 from Cincinnati, it joins with the Scioto and Hocking Valley railroad, a line destined soon to play an important part in the railroad system of this State. This road is now all graded from Portsmouth to Jackson, 44 miles, the iron is fast arriving, and the laying of the track has been begun—through it, when continued to Newark, and connected with the railroads now in operation beyond that point, Baltimore will have a direct and convenient connection with the entire railway system north of the Ohio—since the line above named crosses all the east and west thoroughfares, and through them has a complete suite of railway connexions in both directions.

Through this same extension of the S. and H. V. R. R., Baltimore will also have a connexion with Lake Erie, at Sandusky city, (on the shortest route to Detroit,) in a total distance of 630 miles—encumbered, however, with one break of gauge at Newark, and possibly another at Jackson.

By reference to the accompanying map, it will be observed that this route takes the longest southern sweep, through south Ohio, which any east and west railroad line can do, without too much loss of distance; and it does this with a loss by deflection from the air line of less than ten per cent.

This extreme southern sweep across the State of Ohio, enables this line effectually to cut off all trade, or travel, coming from the south, and having either an eastern or western destination, for in both directions, it furnishes the shortest possible route, and therefore (all other things being equal) ought unquestionably to secure the business. It is through this line that Baltimore, Philadelphia, and New York, will find their shortest and best route for commercial intercourse with Kentucky, Tennessee, and the southwest.

The State of Ohio is soon to be furrowed in an east and west direction by a number of railroad thoroughfares. Thus upon the meridian of Columbus, going from south to north, we encounter no less than six thoroughfare lines—four directed upon Philadelphia, one upon New York, and one upon Baltimore, to wit:

1. Cincinnati, Hillsborough and Parkersburg railroad, [tributary to Baltimore.]
2. Cincinnati and Marietta, [tributary to Philadelphia.]
3. Wilmington, Circleville and Zanesville, [tributary to Philadelphia.]
4. Columbus, Newark and Steubenville, [tributary to Philadelphia.]
5. Ohio and Pennsylvania, [tributary to Philadelphia.]
6. Lake Shore, [tributary to New York.]

These being all parallel roads of a system, it is evident that while the four interior ones can only, [by any possibility,] draw and control the trade of their respective local belts of country, those which have the good fortune to run upon the flanks of the system, have besides their own peculiar local belts, all the outside country, from which to collect business.

This advantage attendant upon a flank line, will be recognized by all railroad men, and will enable the route now reported on [under proper management,] to command all the trade and travel from the south and southwest, which may be seeking an east and west thoroughfare.

An examination of the map, and a little consideration, will render this point clear to the apprehension of all.

The points of concentration upon the Ohio river for the business of Virginia, Kentucky, Tennessee, and the Southwest, so far as they are yet established by the railroad systems now in progress in those States, are: 1, Point Pleasant; 2, Maysville; 3, Covington, (opposite Cincinnati;) 4, Louisville.

From the first, Point Pleasant. By means of a branch which (under our charter) may be constructed from our line in Jackson county, through the important town of Gallipolis, the distance from Cincinnati to Richmond will be only 577 miles, [and from Cincinnati to Gallipolis 138 miles]—this branch intersecting the Scioto and Hocking Valley railroad, near Oakhill, will by the proposed continuation of that line to Newark, [about 80 miles,] give the city of Richmond access to Lake Erie, at Sandusky city, in a total distance of 668 miles, and at the same time a complete connection with the entire railroad system of the West, north of the Ohio river.

This position of things being recognized and appreciated by Charles B. Shaw, Esq., C. E., [the Engineer employed by the State of Virginia to extend the location of the Central Virginia railroad from Covington to the Ohio river]—that able officer has strongly recommended Point Pleasant as the Ohio terminus of the Virginia Central line of railroad.

From the second point of concentration, Maysville, a charter exists to Hillsborough, to which a railroad can doubtless be conducted in but little more than 40 miles, and thus bring the Kentucky and Tennessee trade upon our line at that point.

Again, if from Maysville, a railroad should be built towards the Big Sandy, and the Southwestern trade should take the Scioto and Hocking Valley railroad, at Portsmouth, it would fall in with our line at Jackson, 44 miles off, and would there find superior inducements to use it.

From the third and fourth points, Covington and Louisville, the business would finally concentrate itself in the city of Cincinnati, and nothing could prevent our obtaining a fair share of it at that point.

But it seems useless to pursue this subject further—let the Southern and Southwestern business come northward by what route it may, the first east and west thoroughfare it will meet with, will be the line now reported, and through this line it will surely find its most advantageous outfall in either direction.

The position of our route, as a part of the great through line, from Baltimore to St. Louis, is well shown upon the accompanying map, printed off (by permission) from the plate used by the Baltimore and Ohio railroad company, to illustrate their last annual report. (the twenty-fifth,) which indicates very clearly the position of our line as a part of the main thoroughfare from Baltimore to St. Louis.

The position of this line in regard to the geological, mineralogical, and agricultural resources, commanded by it, is so fully exhibited in the annexed report of Professor W. W. Mather, [formerly Chief Geologist of Ohio,] as to require no observations here, except to state that the writer's professional examination of this country, enables him to corroborate Professor Mather's remarks, so far at least as his information upon such subjects extends.

Coming from the highest geological authority in this State, the numerous facts cited in Professor Mather's report, will necessarily command the attention of the reader, and especial reference is invited to that portion of it concerning the "iron trade," of which in future time, the county of Jackson promises to become one of the chosen seats.

By means of the Pomeroy branch, our route will connect with the Ohio river at a good landing, 70 miles by water from Parkersburg—this will enable the river to be used temporarily as a part of the main through line, in case there should be any delay in completing the thirty miles of heavy work crossing the Shade river and Hockhocking countries.

The distance of the junction of the Pomeroy branch with the Ohio river, from Hillsborough, is 99 miles, and from the city of Cincinnati, 154.

The distance from Cincinnati to Baltimore by this route will be as follows:

Distances.	Miles.
Cincinnati to Parkersburg, [surveys made and 60 miles now running].....	174
Parkersburg to Three Fork, [located, and in part advertised for contract].....	104
Three Fork to Baltimore, [finished except the Knobly cut off, and now running].....	269

Total Cincinnati to Baltimore (of which 223 miles only are unfinished between Hillsboro' and Three Fork).....	547
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Distances by this route.

To Balti- To Phil- To New To Rich-	more. adelpbia. York. mond.
Cincinnati.....	547 645 732 577
St. Louis.....	877 975 1062 907

From this statement, and that following, it will be observed that the shortest railroad distance from St. Louis and Cincinnati—those great emporia of western commerce—to Philadelphia and New York, is through Baltimore.

The following table of distances by various routes from Cincinnati to Philadelphia and New York, will illustrate this more fully—and will be found to tell upon a railway, (the best means of transportation now known) as it formerly did upon the Cumberland road, the best of its day.

Distances by various railroad routes from the city of Cincinnati.

Via	To Phila- To New	York.
Buffalo and Albany.....	590	
Dunkirk.....	859	
Ohio and Penn. railroad, Central Penn. etc.....	701	788
Columbus, Newark, Steubenville etc.....	667	754
Circleville, Zanesville, Hempfield, railroad etc.....	646	733
Marietta, Wheeling, Hempfield, railroad etc.....	658	745
Hillsborough, Parkersburg, and Baltimore.....	645	732

To Boston, or any places, north and east of New York, in the route to which, that city forms a point, the same advantage of distance will prevail, in favor of the Cincinnati, Hillsborough, Parkersburg, and Baltimore route.

The four great cities of the Atlantic seaboard, lie very nearly upon the same straight line—it is evident then, that a preference will naturally be given by commercial men, to a route like the Baltimore line—leading through all, without loss of distance to any.

To this consideration affecting the mere business man, add the attractions offered by the Capital of the United States, to every visiting citizen, and the strength of this route as a grand passenger line from West to East, can hardly be overrated.

ESTIMATE OF THE GRADING, BRIDGING, AND MASONRY.

Places.	Miles.	Average per mile.	Dollars.
From Hillsborough to Bainbridge branch.....	13.50	174,643	12,940
From Bainbridge branch.....	21.70	330,050	15,200
From Bainbridge to Jackson.....	20.94	230,640	10,980
From Jackson to Wilkesville.....	17.90	234,679	13,110
From Wilkesville to Pomeroy branch.....	14.77	178,755	12,080
From Pomeroy branch to Parkersburg.....	30.23	761,854	25,200

Totals, main line exclusive of the branches and the Ohio river bridge.....	119.04	1,910,621	16,025
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Add branches.

Bainbridge branch.....	9.12	60,110	6,590
Pomeroy branch.....	10.10	63,458	6,343

Totals including main line and branches.....	138.26	2,034,190	14,712
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Add,
Ohio river bridge and

approaches.....	320,810	
Totals of the main line, branches, and Ohio river bridge.....	138.26	2,355,000
		17,033
To the total cost of grading and bridging, as estimated above.....		\$2,355,000
We should add for contingencies 10 per cent		233,500
		\$2,588,500
Add for the main track sideling, complete, 152½ miles at \$8,000 per mile..		1,220,000

* Total (finished with a single track and sideling) ready for the rolling stock, from Hillsborough to Parkersburg, including both branches, and Ohio river bridge.....	\$3,808,500
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* Without the Bainbridge branch, \$146,121 less.

The construction of this route should be carried on and completed in four successive stages, acting still upon the judicious policy already pursued by this company, of finishing the road in continuous sections, successively outwards from Cincinnati, and thus continually bring into railroad connexion with that city, new areas of country and business.

These four stages, indicating the points to which the line ought to be successively completed, and opened from Hillsborough; with the cost of reaching the same, exclusive only of the track and the rolling stock, is expressed in the following statement.

The average cost of grading and bridging the entire line and branches, (without contingencies,) but including the heavy crossing of the Ohio, is only \$17,000 per mile.

STATEMENT OF THE COST OF GRADING, BRIDGING, AND MASONRY, DIVIDED INTO FOUR STAGES.

1. Hillsborough to Bainbridge, (22.62 miles,) including branch line (\$10,378 per mile).....	\$234,753
2. Hillsborough to the coal region, at Jackson, including the Bainbridge branch, (65.26 miles, at \$12,188 per mile)	795,443
3. Hillsborough to the Ohio river, at Pomeroy, including both branches, (\$11,777 per mile, 108.3 miles).....	1,272,336
Hillsborough to Parkersburg, including both branches, and the Ohio river bridge, as above, (138.26 miles at \$17,033 per mile.).....	2,355,000

[Exclusive of contingencies].

To take the trade of Paint valley, an outlay on the roadbed (clear of the track), of \$235,000 is sufficient; and to put the city of Cincinnati in full communication with the mineral region, as well as with Paint valley, the bed of the road can be prepared for \$800,000, clear of the track in both cases.

These appear to be but trifling sums to effect such considerable objects, but they will nevertheless be found sufficient for the purpose.

In comparing these estimates, it will be observed that the least costly part of the route is towards Hillsborough, while the most expensive is that near Parkersburg, (or beyond the Pomeroy branch) and this favors materially our proposed plan of operations, of building the road in successive stages, and gathering strength as we advance east.

OF THE COAL TRADE OF CINCINNATI.

The city of Cincinnati is now supplied with the important article of coal, for fuel, entirely by means of the Ohio river in seasons of flood.

The chief sources of this supply at present, are

1. *The Pittsburgh Coal Seam*—under various commercial names, but usually Youghiogany coal, in the Cincinnati market, and regarded as the first in quality, as it is in quantity.

2. *The Pomeroy Coal*.—This article, though an excellent coal, occupies the second place in the Cincinnati market, both in quantity and quality.

3. *Virginia Coal*—including the Cannel coal, only a small amount of this has yet reached the Cincinnati market, too inconsiderable, indeed, to influence it materially.

The coal of the Pittsburgh seam, drawn from its various sources upon the Allegheny, the Monongahela, the Youghiogany, and more recently from the immediate valley of the Ohio river, itself, is unquestionably the controlling coal of the Cincinnati market.

It is the one with which other coals must successfully compete, before they can occupy the fuel market of Cincinnati, to any considerable degree.

Up to this time, Cincinnati has received no supplies of coal by railroad, and the effect of steam transportation by land, in equalizing the price of this necessary of life, has not yet been felt in that city.

She has hitherto been dependent entirely upon the variable and dangerous navigation afforded by the Ohio river in flood, and rendered more uncertain still by the frail structure of the vessels (mere rectangular boxes) in which the bulk of this trade is conducted, and which are themselves sacrificed at the end of the voyage; added to the great depth of water required to float them safely, when committed to the current at the head of the Ohio.

As stated above, the nearest coal mine to the city of Cincinnati, now opened and worked, is that of Adam Overly, upon the Buckeye Fork of Salt creek, 106 miles, by our line, from that city; while in the vicinity of Jackson, according to Professor Mather, a large number of pits are now in operation.

The distance from Cincinnati to the centre of quantity of the Jackson Coal seam, estimated by Professor Mather to be capable of supplying that city for some centuries, with an article equal in quality, if not superior to Youghiogany coal, is 112 miles.

This then is about the railroad distance upon a route opposing no grade over 39.6 feet per mile, against this trade, which is to come in competition with the coal of the Pittsburgh seam, brought nearly 500 miles by water, on the Ohio river floods.

Can it advantageously do so?

To this question, we answer, affirmatively, for the following reasons:

A first class freight locomotive, comprising all the modern improvements, will draw over grades of 39.6 feet per mile, from 160 to 180 tons of coal, as her regular average load, contained in a train of 32 to 36 cars, properly constructed, say, 5000 bushels as an average load one day with another.

The fuel to propel the train would be the cheapest possible, since the Jackson coal furnishes a better article for locomotive use, and at less cost, than at any other point in this country, unless it may be in the Cumberland region, which coal does not, however, surpass it either in quality or cheapness.

Taking this economy of fuel into the account, and computing other things from known data, the writer has come to the conclusion, that upon a railroad, graded in short planes, of 39.6 feet per mile, only, opposing the trade, and curved horizontally upon the long radii we propose to use here, the transportation of Jackson coal in full loads, can be rendered profitable at a total charge of 11 mills per ton per mile, or four cents per bushel, from the town of Jackson to the city of Cincinnati, 111 miles.

Comparative Estimate of the Cost of Coal placed in Cincinnati.

From Jackson, Jackson county, Ohio, by the Cincinnati, Hillsborough and Parkersburg railroad:

Per bushel.	Cents.
Coal in the ground.....	10
Dead work.....	17
Digging.....	150
Hauling out of colliery.....	10
Hauling on lateral roads or planes.....	16
Repairs of drift cars.....	08
Repairs of drift roads.....	06
Expenses of the tip.....	06
Oil, etc.....	03

Total delivered in large cars on the main railroad.....

3.26

Haulage per railroad from Jackson to Cincinnati, (111 miles).....

4.00

Profit of the collier.....

50

Total, delivered in the city of Cincinnati.....

6.76

say 64 cents per bushel.

From Pittsburgh, Pennsylvania, by the Ohio river, in flood.	Cents.
Per bushel.	2.26
Cost delivered in boats as over.	2.26
Cost of a pair of flat boats of 20,000 bushels capacity, with depreciation of equipment.	\$550
Sale of boats in Cincinnati.	50
Loss.	\$500
Or loss on boats.	2.50
Expenses of running 20,000 bushels.	\$300
Or per bushel.	1.50
Profit of the collier.	.50
Risks of the river.	.25
(Often estimated at 10 per cent.)	
Total, delivered in the city of Cincinnati.	7.01
say 7 cents per bushel.	

The writer therefore concludes that by means of this line of railroad, assuming a sufficient profit for all concerned, the Jackson coal can be delivered on the upper plain of the city of Cincinnati, at a maximum rate of 6½ cents per bushel at the depot, while the only competing article in point of quality, the Youghiogany coal, cannot be delivered at the water's edge for less than 7 cents.

In arriving at this decisive conclusion, that the maximum price of prime Jackson coal, delivered at the most favorable point within the paved limits of the city of Cincinnati, will be a fraction less than the minimum rate of the Youghiogany coal, delivered at the water's edge—the writer is treating of a business with which he has been practically familiar for many years, both in the east and west, (especially the former), and in which he has, in fact, been recently engaged near Pittsburgh.

The advantage of receiving regular supplies of a superior coal in Cincinnati, at all seasons of the year, at the low rate of 6½ cents per bushel—wholesale at the depot—will be duly appreciated by the citizens who have long been subject to the capricious action of a sliding scale, occasionally running up to 25 cents per bushel, when the necessities of the people were the greatest, and rarely, if ever, falling below 8 cents, under the most favorable circumstances.

To obtain regularity and cheapness in the price of this prime necessary of life, all that is requisite, is a good railway to the coal mines, and such it has been the effort of the writer and his employers, to make the one now offered to the public.

From the annexed report of Professor Mather, it appears that the much valued "Cannel coal" is to be found in abundance in Jackson county—its outcrop has been noticed by the writer, on Coal, and Bufford's Runs, and the reduced cost of transportation by our line of railway will bring this valuable mineral also into the Cincinnati market, at a very low price, probably not exceeding ten cents per bushel.

OF THE GENERAL BUSINESS, AND PROBABLE REVENUE OF THE ROAD.

It is customary, under this head of a railroad report, to display a mass of statistical information, gleaned from the County Auditors, or the Census Bureau of the United States, and then adopt a hypothesis of movement, which shall, apparently, cause the great mass of men and things, upon or near the line of the proposed route, to use it periodically at suppository rates and times, and thus contribute to the revenue of the road, a previously determined amount.

From all this hypothesis—with much ingenious argument—a preconceived result is drawn, which it is sufficient to say, is never unfavorable to the proposed road.

A similar course might be pursued here, with like results, but it has appeared to the writer unnecessary to burden this report with a body of statistics, which really affect the business of the route, only in proportion to the truth or fallacy of the hypothetical suppositions of the writer, of which, we have at last no further guaranty, than his mere individual opinion, weakened, indeed, by his evident bias.

The writer of this report has studied closely the resources of the country in which his surveys have been prosecuted, and the position of the route as a recognised portion of a great through line, and he

offers the following estimate of the probable business and revenue of this road, with some confidence, for the critical consideration of the reader, not claiming for it a rigorous accuracy, but merely a strong probability, as judged of by one whose profession has long led him to closely view and weigh the sources of a country's prosperity.

Estimate of the Probable Business and Revenue of the Cincinnati, Hillsborough and Parkersburgh, Railway, annually.

(Average of the first five years after the completion and opening of the road.)

Mails and parcels.	\$30,000
Products of the forest.	20,000
" agriculture.	100,000
" mines.	260,000
Through passengers.	240,000
Way ".	70,000
Through merchandise.	150,000
Way ".	60,000

Gross 930,000

Expenses at 50 per cent. 465,000

Probable net revenue annually. \$465,000

Or ten per cent upon \$4,650,000—a sum greater than will be required to complete and stock the line in the most perfect manner.

When it is remembered, that with its branches and connections, this line offers the best route from Cincinnati to Richmond, Virginia—the shortest distance and most favorable grade of any railroad which can be built between Cincinnati and the coal and iron region of Ohio—the shortest and best railroad connection from that city, and from St. Louis, with the seacoast at Baltimore and the cities of Philadelphia and New York—that it is graded expressly to favor the local traffic towards Cincinnati, equally with the through business—added to the strong additional fact, that the portion of the road now open west of Hillsborough is already clearing 6 per cent on its cost beyond its expenses, though but a few weeks in use—it will be seen that we have powerful reasons for confidence in the above estimate of business and revenue.

CONCLUDING REMARKS.

The people of the country through which we pass are universally favorable to our enterprise, and will contribute to the extent of their ability in stock and rights of way, to promote its success.

The several counties also (we are assured) would contribute freely, if they could do so without infringing the Constitution of the State, and are prepared to do so, if that disability can in any manner be removed.

With the moderate degree of aid we have a right to expect from the people of the country traversed, the powerful interests which are already concentrating upon our route from both its termini, give every encouragement for the prosecution of this enterprise, and ought soon to enable us to accomplish it successfully.

Whenever it is completed, a glance at the map shows that it will evidently be among the most commanding lines in Ohio, and located upon one of the strongest routes in the State, cannot fail to be remunerative to its proprietors.

Formerly all the efforts of eastern enterprise, were bent upon extending railroads to the Ohio river, and that line of water once gained, it was supposed the trade of the west would be commanded.

The progress of the railroad system, however, and its remarkable extension north and west of that stream, has entirely changed the face of affairs, and overturned the original expectations of eastern railroad proprietors.

It is now discovered by eastern railroad men, that the Ohio river (in its present unimproved state) is but little better than a formidable obstacle, and that the trade of the west is only to be commanded—not by connecting with any stream of water, but by judiciously uniting through proper lines, with the grand railroad system of the western country, now in rapid progress of completion—reticulating the entire face of the land, with a net work, whose business meshes grasp the whole territory of the western States, and control their commerce at the people's doors.

It is this new phase, in the fortune of railroads,

developed by the progress of events, which is destined to render lines like that now reported upon, of much greater consequence than would a few years since have been admitted by any one—the Ohio river having formerly been thought the only business avenue of consequence to the west.

In the conduct of these surveys, we have been materially aided by information derived from the people of the country, to whom our most grateful acknowledgements are due.

In concluding this report, it gives me great pleasure to express my hearty approbation of the energy, skill and good conduct manifested by my Principal Assistants, N. F. Jones, and Samuel Linton, Esqrs., who were handsomely supported in the execution of their duties by Messrs. Taylor, Humes, Nichols, and the other members of their respective parties, to all of whom I feel that my thanks are justly due.

The entire length of compass and level line, traced by all the parties, was 339 miles, or nearly triple the distance between the termini.

Respectfully submitted,
ELLWOOD MORRIS,
Chief Engineer.

Piketon, Pike Co., Ohio, June 28, 1852.

New Orleans, Opelousas and Great Western Railroad.

The following is the Address of the board of directors of the New Orleans, Opelousas and Great Western railroad to the property holders of the city of New Orleans.

ADDRESS.

FELLOW CITIZENS: In appealing to you for assistance in the construction of the New Orleans, Opelousas and Great Western railroad, the board of directors have thought it incumbent on them to present you some facts in relation to this grand enterprise, to which they most respectfully call your attention.

This company is permanently organized under a charter to construct a railroad from Algiers to Washington, in the Parish of St. Landry, via Thibodaux, Berwick's Bay, New Iberia, etc., a distance of about one hundred and sixty miles, by which all the rich section of our State, which is almost entirely cut off from access to this city during several months in the year, will be placed within a few hours proximity, at all times and at all seasons.

There is no portion of Louisiana which affords the same advantages for the development of those resources on which the inhabitants of this city depend for the necessary articles of food. By the construction of this work, our supplies of beef, mutton, poultry, the produce of the dairy, fruits, vegetables, etc., etc., would be considerably increased, and be sold at greatly reduced rates; the mechanic, the laboring man, in fact every housekeeper in the city would derive an immediate and certain benefit from the opening of this road.

In connection with this, it cannot be denied that one of the prominent causes which have retarded our growth as a city, is the high price or cost of living, and anything done towards ameliorating this heavy burden, and great drawback on our prosperity, will tend to augment our population and add to our resources. What we most want is a permanent population, actively and profitably employed. Situated as we are at present, we have to depend entirely on the precarious navigation of the rivers and bayous; all our energies are called into requisition during a few months in the year to meet its exigencies, after which we remain comparatively idle till the rivers rise the next season, and so on in succession; trade in all its branches, is thereby rendered precarious, and the enterprise of our merchants completely paralyzed.

The last two seasons navigation opened unusually late, and hundreds of thousands of dollars have been sunk by the loss of two months, when nearly all intercourse with the interior was suspended.—During this time, obligations were daily maturing, and had to be provided for at almost any sacrifice to maintain credit, and our citizens deprived of the benefits of our interior trade during the most important part of the year.

But, fellow citizens these views are comparatively of little importance in calculating the benefits

to flow to the property holders and citizens generally of New Orleans, from the construction of this road. *The entire trade of Texas is within our reach if we will stretch our arms to grasp it.* Our charter provides for an extension of this road into Texas, and with this view the road will be located, and constructed in such a manner as to accommodate the enormous amount of freight and travel which this route must necessarily command when completed into Texas and eventually connected with Arkansas and Missouri to St. Louis.

The superior sagacity and enterprise of our sister cities of Baltimore, Philadelphia, Charleston, Savannah, and Mobile, have already railroads in operation or in the course of construction extending to the Ohio, Tennessee and Mississippi, by which a large portion of the produce of these rich valleys has been taken from us. *But we are thus far without a rival on the west of the Mississippi,* and the trade of a region of country large enough in extent to form an Empire, and capable of sustaining a population of several millions, is now open to us if we will take advantage of it *at once.* There is no time for delay, a few years more, and we will find to our cost that the favorable moment is gone, and that we have lost the trade of the West, as we have already done a portion of that east of the Mississippi. That enterprising people who are settling Texas with a rapidity almost unequalled in the annals of emigration, will soon command sufficient influence to undertake similar works themselves, and may be less inclined to join us. — *Now, we know that, not only they are favorably disposed towards us, but are willing to contribute liberally, in land, or even build the road themselves, if we will meet them at the Sabine.* And so, likewise, will Arkansas and St. Louis join us at the line between Louisiana and Arkansas.

This road will also tend to develop the resources of our own State, by inviting immigration, and bringing into immediate cultivation millions of acres of as fertile lands as can be found in any other State of the Union, thereby increasing her wealth and population, the benefits of which must accrue to the citizens of New Orleans, in the disposal of the rich products of the soil and the profits on the return supplies.

The private subscriptions now amount to nearly seven hundred and fifty thousand dollars—say four hundred and thirty-seven thousand dollars on the part of the city and Algiers, and about three hundred and ten thousand dollars from a portion of the parishes through which the road will be located. — The books were only open in the country parishes from four to twelve days, and were closed 1st May, preparatory to the organization of the company and election of the board of directors, but they have been again opened since 1st instant, and will so continue during four months, in the parishes of Jefferson, St. Charles, St. John the Baptist, St. James, Assumption, Lafourche Interior, Terrebonne, St. Mary, St. Martin, Lafayette, Vermillion, St. Landry, Orleans right bank, and at the office of the company in this city. Books will also be sent in a short time to the parishes beyond Opelousas, on the line of the road to Texas, and the connection with Arkansas. We confidently rely on large private subscriptions from all the parishes, in addition to those already received, and are assured that if deficient, a resort to taxation will be had and cheerfully acceded to.

The board of directors have been assiduously engaged since its organization in making the necessary arrangements, and can now frankly state, that in a short time the location of the road will be commenced, and its construction prosecuted with vigor. The road will be commenced at several points at once; one of these points will be from the Mississippi, about twenty-five miles above the city, (where the main line leaves the river, for the Lafourche,) to or near Thibodeaux, and thence to Berwick's Bay; and another from Washington to New Iberia, on the Teche.

By having these portions of the road under contract in advance, the planters of Opelousas, Attakapas, Terrebonne, and Lafourche Interior, will be thereby within a few hours of New Orleans, to connect by steamboat at the temporary terminus on the river. The company will thus be at once deriving more than sufficient revenue to defray current expenses, while the other sections are being

completed. It is determined to place the whole route under contract, and construct it at the earliest possible moment.

The terminus of the road will be on the other side of the river, opposite the centre of the Third District, but each district of New Orleans, will be accommodated with a depot at such places as may be found most advantageous to its wants.

The board of directors of the New Orleans, Opelousas and Great Western railroad company, in recapitulating some few of the great advantages which the property holders of this city may derive from this undertaking, confidently rely on their good judgment in sustaining this truly *Louisiana road,* the remote results of which are almost incalculable to all classes of our population. New Orleans is pre-eminently a *commercial city,* and so long as our commerce thrives, so long will the owners of real estate derive an *income* from the capital invested in this species of property, which must increase or decrease with the growth or decline of the city. Population will always follow the laws of trade, and go where it derives the most profit from its labor; not so with your houses and lots; their fate is fixed, and here they must remain, be our prospects good or bad. Look for a moment at the benefits railroads have conferred on other cities, in the enhanced value of real estate, which has been brought about by the greater amount of commerce and traffic, these roads, (by opening new avenues,) never fail to produce, and, as a necessary consequence, tend to invite population and capital, which invariably follow in their train.

The value of the real estate of New Orleans is now about \$75,000,000, on which we ask a contribution in stock subscription of two per cent., say \$1,500,000, payable in six years, at the rate of one-third of one per cent. per annum. For this, you will receive certificates to an equal amount in the stock of the road. This can scarcely be called *taxation*, as we design giving you a fair equivalent; it is rather a temporary loan, reimbursable at a future period, with annual dividends thereon; and to those property holders of limited means, whose tax would be under fifty dollars per annum, we confidently assert, that more than that amount will be saved yearly to each one's family, by the cheapening of their daily marketings, to say nothing of their other advantages, in common with the large property holders, in the enhanced value of their estate.

It is admitted that property is already heavily burthened with taxation, and unless something be done, the evil must continue to exist. We can overcome this by opening new channels of commerce, thus adding to our resources, increasing our interior trade, attracting population by the extent, diversity and value of our products, and the diminished cost of the first necessities of life. This will create at home a permanent population which will require houses and stores—a rapid increase in the value of real estate will follow, and *this course alone will produce a diminution in the rate of taxation.* — Traders and others can afford to pay higher rents when their business is proportionally profitable, and it is not saying too much, when we assert that the prosecution of the New Orleans, Opelousas and Great Western railroad along the Red River parishes, and its ultimate extension into Texas, Arkansas and St. Louis, may be compared, in its benefits to us, to the discovery of a *new Mississippi.* — The most sanguine could scarcely now calculate the extent and value of the commerce and travel on this road in ten years time, if we act immediately, and before any rival scheme shall have supplanted us on the way.

A new era is about to dawn on our State and city, if you will only aid in developing it. We have succeeded in making New Orleans *one city*,* it now

* New Orleans was formerly divided into three Municipalities, each having its own Council and corporation officers, but only one Mayor for the whole city.

This system of government was tried for sixteen years, and found to be productive of much sectional jealousy between the different Municipalities, besides defective in many other respects.

By an act of the Legislature, at its last session, approved on the 23d of February, 1852, the three Municipalities were consolidated, and, subsequent-

remains for us to make it what nature intended it for, a *great one.* The present Constitution of the State, which has so effectually and unfortunately tied us down, will soon be replaced by a new one, no doubt more in accordance with the spirit of the age, in which all fatal restrictions will be removed. Capital will then flow to us for safe and profitable investment, and with the projected railroad improvements, will be placed beyond the reach of contingency, a *career of real prosperity, founded on the solid accumulation of wealth,* which will soon teach the most sceptical that we have not miscalculated the benefits of these great works of internal improvement.

Aid us, then, fellow citizens, in forwarding this undertaking—your prosperity is now at stake, and the decision is in your own hands—second the efforts of those enterprising friends in the city and country who have so liberally contributed by subscription, and who will devote their time to the completion of this noble enterprise. If you refuse the desired aid, such adverse action must tend to depress still further the value of your property, and by convincing the world that we are not disposed to better our condition, will sink us still lower in credit and reputation.

M. O. H. NORTON,
President, pro. tem.

On the 21st June, the question of subscribing for \$1,500,000 to the capital stock of the above company by the city of New Orleans, was submitted to a vote of the property holders in accordance with law, and decided in the affirmative by a large majority; the vote having stood, 2,936 for the subscription, to 490 against it. This insures the completion of the road to Texas, from which point it is contemplated to traverse that State and ultimately be extended to the Pacific.

Dayton and Michigan Railroad.

The corps of engineers under Mr. Pomeroy, lately employed on the upper line of the Dayton and Michigan railway, have completed a survey of the line from Sidney, north to Toledo, and to the Michigan State line.

The following is the table of distances found by this survey, and returned to the Dayton and Michigan railway office in this place, and also the distance from Dayton to Sidney, according to previous surveys:

Dayton to Troy	19 miles.
Troy to Sidney	17
Sidney to Wapakanetta	20
Wapakanetta to Lima	13
Lima to Gilboa	22
Gilboa to Perrysburgh	38
Perrysburgh to Toledo	8

Making from Dayton to Toledo

137 miles.

Toledo to Michigan State line

6

Dayton to Michigan State line

143 miles.

Add to the 137 miles, the distance from Dayton to Toledo, 60 miles, the distance from Dayton to Cincinnati, we have a total of 197 miles between Cincinnati and Toledo, by the way of the Dayton and Michigan railway.

This upon examination will be found to be by far the shortest line of railway between the Ohio and Lake Erie.

It is 21 miles shorter line than by the way of Cincinnati and Dayton, and Mad River and Lake Erie roads, which connect the Ohio at Cincinnati, and Lake Erie at Sandusky, and 57 miles shorter than the road between Cincinnati and Cleveland. This road, as before stated, has no competitor in shortness of line, ease of grade and cheapness of construction, and it is beyond a possibility that any future road can hereafter spring up that can compete with it in these particulars. The country through which the recent surveys north from Sidney have been made, presents almost a surface grade the whole way, and when it is fully developed, will be found to be one of the richest and most productive districts in the west.

Lafayette was annexed to, and now forms part of the city of New Orleans.

The corps of engineers, on their return n. w., are engaged in making surveys of a line from Pittsburgh by the way of Findly, in Hancock county, direct to Sidney. So much of this line as yet has been passed over is found to be highly favorable. Powerful influences will be brought to bear to secure the location of the road upon this latter line, but the future alone will test with how much success. The road, let either line be adopted, will be speedily located, and as speedily built.—*Troy, O. Times.*

Abstract of the Returns of Canadian Trade from 1844 to 1850.

In an article in the last number of the Journal we spoke of the commercial prospects of Canada in view of her railway movements. It may be interesting, in connection therewith, to give the following statistics of trade of Canada from 1844 to 1850:

Date.	Feet.	Timber.	Flour.	Wheat.	Ashes.	Barley.	Pease.	Ships.	Tuns.	Freight rates on flour.	Freight rates on flour.	Value of exports by sea.	Value of imports by sea.	Cost.	Value of stock.	Year.	
1844.	21,133,000	3,529,274	415,467	282,183	35,743	63,735	130,350	1,439	500,777	4s. 6d.	1s. 8d.	2,941,080	3,130,953	5s. 4d.			
1845.	23,471,200	2,468,067	1845.	21,133,000	3,529,274	442,228	297,252	27,026	220,912	1,659	628,389	4s. 8d.	2s. 0d.	2,777,648	3,332,650	5s. 4d.	
1846.	17,650,720	3,359,582	1846.	23,471,200	2,468,067	534,757	26,011	6,287	1,699	623,791	5s. 2d.	2s. 6d.	2,524,795	3,054,891	5s. 3d.		
1847.	17,778,080	2,846,891	1847.	17,650,720	3,359,582	651,030	628,001	19,943	23,012	119,253	1s. 4d.	542,505	5s. 4d.	2,680,382	2,860,357	6s. 5d.	
1848.	18,441,60	2,901,271	1848.	17,778,080	2,846,891	238,051	18,282	3,600	88,365	1,350	494,247	4s. 2d.	2s. 0d.	2,107,264	2,107,264	5s. 4d.	
1849.	19,497,720	2,821,363	1849.	18,441,60	2,901,271	72,280	1,321	118,951	1,328	302,513	3s. 6d.	but averaged	1,471,518	1,712,743	5s. 4d.		
1850.	19,497,720	2,821,363	1850.	19,497,720	2,821,363	81,951	55,620	3,489	289,678	1,341	485,906	3s. 0d.	from 1s. to 10	1,673,050	2,486,137	4s. 2d.	

EXPORTS BY SEA FROM 1844 TO 1850 INCLUSIVE.

Montreal New York Total Total value Average price of imports by sea. Freight rates on flour.

Montreal

it in August or September may see the locomotive with its train of cars darting across this fearful chasm, adding another triumph to human invention.—*N. Y. Farmer and Mechanic.*

Massachusetts.

Eastern Railroad.—The annual meeting of the Eastern railroad company was held at the City Hall in Newburyport, on Monday, the 12th inst. The stockholders confirmed their former votes and the action of the directors, in changing the line of the road so as to avoid the Ferry in entering Boston, and authorized the work which was commenced last Saturday, to be prosecuted with all practicable and convenient speed. The Boston terminus will be in the immediate vicinity of the Boston and Maine depot. The stockholders also confirmed the purchase of the South Reading branch.

The construction and equipment account of the road remains the same as in the two previous years, the cost of the track and stations being \$2,778,769, and the equipment \$341,623. The property account of the road has been increased during the past year from \$495,040, to \$1,021,805. This increase has been caused mainly by the payment of \$260,844 towards the South Reading railroad, \$32,842 towards the Saugus Branch railroad, and \$193,627 towards the purchase of real estate in Boston.

The receipts for the past two years have been as follows:

	1851.	1852.
Passengers.....	372,167 75	374,797 67
Freight.....	60,005 15	69,974 00
Mails.....	8,324 00	8,324 00
Expresses.....	7,386 28	7,561 18
Miscellaneous.....	6,560 38	6,067 94
	454,452 56	466,725 19
Expenses.....	195,392 83	215,374 45
Balance.....	259,053 72	251,350 74

All the renewals of track, the repairs of bridges, fences and equipments, have been charged to the income of the road. For the renewals of equipment, four passenger cars, and forty-four freight cars, have been added, at a cost of \$20,872. The new ferry boat has been completed at a cost of \$5,054, and one hundred tons of iron bought for the track.

The expenses on equipment have been increased by the unusual severity of the last winter, so also has the expenditure of fuel.

The Essex road has been leased for ten years at an interest of 5 per cent on \$350,000, and it is believed the income of the road will be increased to a sum that will more than equal the interest on this amount.

During the past year the directors have caused insurance against loss by fire, to the amount of \$220,000, to be effected on property at Boston and along the line of the road. The premium for which, amounting to \$2,190, has been charged to the current expenses of the road, and increasing them by this amount.

On the road, bridges and equipment, large outlays have been required, and the expenses considerably increased. These are now in good condition to perform the increased business of the road.

It is with feelings of gratification that the directors can allude to the fact, that during the past year, there have been carried over the road *one million four thousand nine hundred and ninety-one passengers*, without the slightest injury to any one.

The number of passengers carried in 1851, was 993,156, tons freight 61,962. The number of passengers carried the past year was 1,004,991, and tons freight 81,027.

The expense per mile run, the past year, was 69.3 cts; number of cords of wood used 10,616; do per mile run 3.40; number of gallons oil used 4,743.

The repairs of engine per mile run, was 7.3 cts; cars do. do. 5.4 cents. The cost per mile of road for maintaining track, fences and bridges, was \$376 47.

Number of miles run by trains during the year was 311,954.

The report closes with a tribute to David A. Neal,

the former president of the road, to whose good management the directors say may in a great measure be attributed the past and present value of the property of the stockholders, and to his foresight and sagacity, the permanent basis on which it rests.

The following board of directors was chosen viz:—

Albert Thorndike, Beverly; D. A. Neal, Salem; Isaiah Breed, Lynn; B. T. Reed, Boston; Ichabod Goodwin, Portsmouth; Samuel Hooper, Boston; Micajah Lunt, Newburyport.

Ohio Central Railroad.

The citizens of Baltimore have had a meeting to take into consideration the propriety and policy of aiding the completion of the Ohio central railroad, from Zanesville to Wheeling, where it will connect with the Baltimore and Ohio railroad, thereby giving Baltimore a direct communication by railroad with central Ohio, Indiana, Illinois, and Michigan. The meeting was called by the board of trade, and addressed by Col. J. H. Sullivan, president of the Ohio central railroad, after which resolutions were adopted, books for subscription ordered opened, and a committee appointed to take charge of the same.

The Baltimore American has the following report of the remarks of Col. Sullivan, and the subsequent action of the meeting.

Mr. S. commenced his remarks by stating that the connection of the Baltimore and Ohio railroad with the public works of Central Ohio was an object of the greatest importance to the people of Baltimore, inasmuch as they would thereby, in a short time, become connected with the works throughout the entire state, and also with those of the states of Indiana and Illinois, and indeed with the entire country of the Mississippi valley. The Ohio central railroad would give this connection—that company which he had the honor to represent, claim their work to be the extension of the right arm of the Baltimore and Ohio railroad. It was chartered in 1847, and was now finished from Columbus to Zanesville, via Newark, but it had always been and was still the wish and intention of the company to continue it from Zanesville to Wheeling, there to connect with the Baltimore and Ohio railroad.

The line from Newark to Zanesville has been in operation six months, and thus far has been eminently successful, there being carried over it an average of 200 passengers daily, with a proportionate amount of freight. Thirty-one miles of the new road from Zanesville to Wheeling were already under contract, and the remainder was ready to be let out to contractors at the present time, and would probably have been under contract ere now, but for some conflicting interests between the citizens of Wheeling and the stockholders in the counties along the route in Ohio. The citizens of Wheeling, did not wish the road to strike the valley of the Ohio at any point south of their city, whereas the stockholders wished to tap the valley four miles below Wheeling, so as to form a nearer connection with the Baltimore and Ohio road than could be done by going straight to Wheeling. The authorities of Wheeling concluded that this connection, south of their city, would be injurious to their interests, and they withheld their subscription of \$250,000, because that route was selected.

The superior advantages of the southern route had induced the locating committee to forego the promised aid from Wheeling and choose that route in anticipation of receiving assistance from other sources.—Mr. S. then proceeded to point out the advantages of this lower route, one of which was the saving of distance in passing from Columbus to any point east of Wheeling on the Baltimore and Ohio road, and as the connexion with this road was their principal aim, this advantage had a preponderating influence on the company. Mr. S. next read a letter from a member of the Pennsylvania railroad company, offering aid, in the way of a loan, if the Ohio Central company would continue their work from Zanesville to Steubenville,

on the Ohio river, instead of Wheeling, so as to afford the Pennsylvania company a connection with the works of central Ohio. The letter held out several other inducements besides the loan, but Mr. S. said the Ohio company had refused to accept the proposition, and replied that it had been and was still their intention to connect with the Baltimore and Ohio road.

He next cited the many speedy advantages which Baltimore would derive by the completion of the Ohio central road, from its present terminus at Zanesville to the Ohio river, and its connection there with the Baltimore and Ohio road. Continuous railroad connections would be formed with Cleveland, Sandusky and Toledo, on Lake Erie, with the principal towns in Michigan, with Chicago, on lake Michigan; with all the important towns of northern Ohio and Indiana; and on the south of the road, with Cincinnati, Louisville, and several other large towns of Ohio, Indiana, and Illinois; and in a few years the connection would be extended further west, until the produce of the whole of that country would be made to flow through this channel to Baltimore city.

He also read a collection of statistical matter, to show the vast amount of produce which is annually sent to market, from the country with which this road would connect our city, and urged upon the meeting to have this 78 miles of railroad—extending from Zanesville to Wheeling—completed as early as possible. The probability of New York and Philadelphia taking advantage of the inactivity of Baltimore, and by building roads to connect their own works with those of Ohio, deprive Baltimore of the advantages of Western co-operation in constructing those connecting links, was alluded to, and the citizens of Baltimore warned of its existence.

After Mr. S. had concluded his remarks, the following resolutions, offered by Thomas C. Jenkins, Esq., were unanimously adopted:

Resolved, That the thanks of this meeting are due, and heartily accorded to J. H. Sullivan, Esq., president of the Central Ohio railroad company, for the very able, interesting and satisfactory exposition which he has just submitted in reference to the agricultural, manufacturing and other resources of the state of Ohio, and its capabilities for their largely increased development through the instrumentality of the works of internal improvement already finished and in progress towards completion.

Resolved, That in the opinion of this meeting the Central Ohio railroad, from its position and connections, is a work that cannot fail to be highly promotive of the trading and other business interests of Baltimore. Taking up, as it does, the line of transportation at the very point at which the Baltimore and Ohio railroad has its terminus on the Ohio river, it virtually becomes a prolongation of the Baltimore road through central Ohio; and with its numerous connecting lines running northwardly, westwardly and southwardly, it will open direct and rapid inter-communications with the great Mississippi valley, teeming with an industrious, thriving population, and blessed with a fertility of soil not to be surpassed. At Zanesville, the Central Ohio road will connect with the Cincinnati, Wilmington and Zanesville railroad, upon the air-line route to Cincinnati. At Newark it connects with the Newark, Mansfield and Sandusky road, resting its northern terminus upon the lakes—holding through that line easy relations to the trade and travel of the northwest. At Columbus it joins in the same depot with the Columbus and Cleveland road, furnishing the second outlet to the lakes; and at the same point with the Columbus and Xenia road, leading, with its double direction towards Cincinnati and towards Indianapolis and St. Louis.—At Columbus it will also connect with the Columbus, Piqua and Indiana road, furnishing a second line in the direction of Indianapolis and St. Louis. At Zanesville it also intersects the steam navigation of the Muskingum river, and at Newark it units with the great Ohio canal.

Resolved, That the Central Ohio railroad and Baltimore and Ohio railroad are reciprocally important to each other, and therefore, in order to secure the early completion of the former, that subscriptions be recommended to the stock of the same on the part of the citizens of Baltimore.

A book for subscriptions to the stock of the Cen-

that Ohio railroad company was then opened, and four or five gentlemen subscribed for about \$4,000. —On motion, a committee of three, consisting of Wm. Rose, James George, and George Bartlett, Esqrs., was appointed to take charge of a paper for subscriptions: when the meeting adjourned.

American Railroad Journal.

Saturday, July 31, 1852.

New Orleans Opelousas and Great Western Railroad.

We give this week the address of this company to the property holders of New Orleans, issued for the purpose of securing their favorable action upon the question of appropriating \$1,500,000 in aid of the above road. We have on hand other documents relating to the business capacities of the route, etc., which we shall give in our next issue.

The above is one of the two great lines of improvement by which the city of New Orleans proposes to connect herself with the interior, and recover a trade which has been seriously undermined, and which she has been in imminent danger of losing, and with it her position as one of the great leading commercial cities of the United States. Trusting to the strength of this position, she has remained indifferent to the efforts that rival cities have been making to seize the trade which appropriately belongs to her, and has entirely neglected the construction of those *artificial* avenues, for which, the *natural* water courses upon which she has relied, are found to be no match in a contest for the trade of a particular section. Though much has been lost by supineness on one hand, and by the superior activity of rival interests on the other all her avenues of greatness still remain, and New Orleans is now making ample amends for past delay, by the greatness and comprehensiveness of the system of internal improvement which she has marked out, and the spirit and liberality with which she has contributed to its accomplishment. In addition to liberal private subscriptions, the city in its corporate capacity, has voted \$3,500,000 to the road referred to which sum is to be raised by a direct tax upon the real estate in the city.

The influence which the recently developed feeling in favor of railroads has exerted upon the value of property in the city of New Orleans, and upon the public mind of the entire state, is certainly very remarkable. This feeling of the imperative necessity of taking some efficient steps to maintain the interests, and to restore confidence on the part of the people, in their ability to compete successfully with other sections of the country for similar objects, has become so strong as to override all other questions. From a vicious system of political organization, by which the city was subdivided into a number of independent municipalities, all unity of purpose and action was lost. The municipalities had failed to meet to meet their obligations. The credit of the city was at a very low ebb; all kinds of property were declining in value, and despair of any change for the better, was fast seizing the minds of its citizens. It was seen that the only way by which the former position of the city could be regained, and by which she could start anew in a career of success, would be to consolidate the whole city into one body, and to refund her public debt, to place all her interest under one head, and to secure unity and harmony of action where difference of purpose, and discord prevailed. All this has been accomplished through the influence of her railroad projects. The change as far as the

city is concerned has been magical. Its credit has been completely restored, and the recent issue of bonds, to refund her outstanding debt, has been disposed of at a premium. Confidence has taken the place of doubt and distrust. The value of all kinds of property has rapidly advanced. The credit of the city is now available in aid of all her projects designed to promote her advantage, and more than all, a feeling that a new destiny is opened to her, has become the conviction of all her citizens, and this feeling is a full pledge that the results anticipated will be realized.

The same conviction which has wrought such a change in the public mind of the city, is producing the same results as far as the State is concerned. It has secured a change of her Constitution, by which an antiquated instrument, which fettered the energies of her people, has been made to give way to one more in harmony with their wants, and with the spirit of the times. The feeling in favor of railroads has produced a most happy and fortunate state of things throughout the whole State, and has given the public mind an impulse in a right direction which cannot fail to secure the most favorable results. It has accomplished a work which nothing else could.

The Opelousas road is the great arm which is to be thrown out to secure to the city her western connections. By it, she proposes to command the trade of the western portion of the State, and eventually that of Texas; and to make it in time, the trunk of a great line extending across the continent to the Pacific coast. It is also proposed to make it the base of a great line of railroad, connecting New Orleans and St. Louis, on the western bank of the Mississippi. Local objects, however, are now the moving principle in its construction, though its general direction will fit it to become the trunk of the extensions referred to.

We learn that the construction of this road is to be commenced forthwith. The route is a favorable one, and the prospect of a lucrative local traffic very flattering. The great unanimity with which the city of New Orleans voted \$1,500,000 in aid of the project, is the best evidence of its soundness. When completed, it will put a new aspect upon the affairs of the western portion of the State, as well as of New Orleans,

Dauphin Coal Company.

We are assured that we did injustice to this company in a recent article in our paper upon American securities. We spoke of it as a speculative project without intrinsic merit, and discouraged any attempt to negotiate its securities abroad. We now are informed that no attempt has been made to sell its securities in England, but that the recent loan of \$1,000,000 was taken by our capitalists, for *investment*, after a most careful investigation into the merits of the concern; that although a speculative character had been given to it, by previous parties, who had grossly mismanaged its affairs, the property of the company is exceedingly valuable, embracing an immense extent of coal and wood lands, abounding in the most superior kinds of coal and wood; and that proper management alone is wanting to render this one of the most profitable enterprises of the day. An entire change has now been made in the management of the company, which have now been placed in the hands of competent men, whose success in other matters is a full pledge of their suitable management in this. Those at the head of affairs have everything to lose, and nothing to gain, by any other, than the best management of their property. We are hap-

py to make this correction, and we hope soon to see another outlet from the coal fields of Pennsylvania opened to tide water. All such enterprises are public blessings, as they supply an additional quantity, and keep down the price of an indispensable article, in domestic economy.

Hillsborough and Cincinnati Railroad.

We give in our present number, the report of the survey of this route, by Ellwood Morris, Esq., Chief Engineer of the company, to which we invite particular attention. The report is drawn up with most marked ability, and shows a thorough acquaintance, on the part of the writer, with the topography, resources, course of trade, and the necessity and uses of railroads in southern Ohio—a hitherto comparatively unexplored field in railroad enterprises. While the attention of capitalists has been taken up with projects lying in the northern portion of the State, Mr. Morris has demonstrated southern Ohio to be an equally attractive field. We do not hesitate to say, that his report alone, from the distinct and conclusive manner in which he has presented the subject, is calculated to secure the confidence of capitalists to the proposed road. It covers the whole ground, and impresses the reader with the same conviction felt by the writer.

While the Hillsborough and Cincinnati railroad is a project of very general interest, it is particularly patronised by the city of Baltimore, as a direct extension west, of her line of railroad. The belief which is now generally entertained on the part of that city, that she can bring herself into intimate business relations with the western States, and, by virtue of the proximity of her position, secure a large trade now drawn off by other cities, lies at the foundation of the vast efforts she has made to carry forward that stupendous work, the Baltimore and Ohio railroad. To realize the objects to be effected by this road, the Northwestern, (Virginia), and the Hillsborough and Cincinnati roads, are equally necessary; and equally certain of her support, as soon as the main trunk shall be completed. We are assured, and have no doubt, that as soon as the Baltimore and Ohio road is completed to Wheeling, the whole available force of Baltimore will be turned to the above named lines, and that their construction will be urged forward with the least possible delay. When this is effected, Baltimore expects to place herself *en route*, of the great line of travel between the east and west, and to derive all the advantages which must result from such a position.

Such are the objects, the pursuit of which is the life and soul of the great plans now engrossing the attention of that city. Whatever may be the result, as far as the realization of these objects are concerned, they are certain to secure the construction of a great line of railroad, extending in almost a direct course from Baltimore, west, to St. Louis. That it must become a route of national importance, and which will fully repay all the sacrifices its projectors are called upon to make, cannot be doubted. Although rival cities, by similar works, may continue to maintain their present relative positions, yet, all things considered, the city of Baltimore has displayed greater enterprise and perseverance than any of such rivals, in striking for the trade of our great interior, and she certainly deserves, as she will reap, a rich reward.

Virginia.

Manassas Gap Railroad.—This road was opened for traffic to Salem a distance of some 50 miles from Alexandria, on the 22d instant.

Susquehanna Railroad.

The Baltimore Patriot states that the application of the Susquehanna railroad company for a special injunction to restrain the Sunbury and Erie railroad company from occupying and using for the purpose of building their road the route between Sunbury and Bridgeport, has been decided by the Supreme court of Pennsylvania, in session at Sunbury, in favor of the Susquehanna company, and the application granted. A supplement to the charter of the Sunbury and Erie company gave to that company a right to extend their road from Sunbury to Bridgeport, provided that the Susquehanna company, within a period of twelve months after the passage of the supplement, had not commenced their road. Without waiting however, for the expiration of the limited time, and in the face of the fact that the other company were energetically preparing to build the road, the Sunbury and Erie company took possession of the route and placed their engineers at work. Hence the application for the injunction which has terminated so successfully to the Susquehanna company.

Cotton Packing.

This article for packing the cylinders of steam engines, it will be observed, is advertised by Messrs. J. M. Hall & Co., in to-day's Journal. Of its merits, we know nothing, practically, but, it is said by those who ought to know, to be far superior to hemp in point of smoothness and durability, besides being much cheaper. If this be true, there is no harm in giving it a trial.

Tennessee.

Louisville and Nashville Railroad.—Hardin Co., Kentucky, has voted \$300,000 to the Louisville and Nashville railroad.

Connecticut.

New London and New Haven Railroad.—This road has been completed, and is in operation.—We see it stated, that the Stonington boats will touch at New London for the future.

Chesapeake and Ohio Canal.

The Cumberland Journal of the 19th says: "the water is now in the canal throughout its whole length, and it is expected that boats laden with coal will leave here on Monday next for Georgetown and Alexandria.

Stock and Money Market.

The stock market is dull, and inactive, with a great abundance of money. The present dullness is owing more to the particular season of the year, than to other causes. There is a general pause in all kinds of business. Foreign orders are light for the same reason of the small domestic demand. There is but little demand for securities just bro't out, and we would advise parties to postpone their offerings till the more active season commences. The prospects ahead appear flattering, and we see no reason to doubt an active fall business, with fair prices of all *legitimate* securities that will be brought into the market. Sales that are now made are forced, and are not well sustained. With good prospects for the future, it is unwise to force the market, which will take all offering, after a little delay.

The fancy market has receded considerably since our last. All sound securities are firmly held. Railroads, almost universally, are doing a remarkably good business. The average increase of receipts on most lines are 25 per cent over those of last year. This tends to create, and sustain the confidence already felt in these projects.

The iron market continues to rule high; we do not believe, however, that present prices can be long sustained.

Norwich and Worcester Railroad.—The receipts of the company for the year ending May 31, 1852 were \$263,686 07. For the year ending May 31, 1851 were 267,700 88.

Decrease in the year last past \$4,014 81.

Receipts for the past six months 117,420 89. The receipts for the corresponding six months, ending May 31, 1851, were 123,784 19.

Showing a decrease of \$6,363 30.

The dividend just declared, exceeds the net earnings, \$16,420, and is made up in part by the surplus fund on hand of \$10,151, and by future anticipated earnings.

We believe the above road to be the only one in the whole country, the receipts of which have diminished during the past year.

Railway Share & Stock List; CORRECTED WEEKLY FOR THE AMERICAN RAILROAD JOURNAL.

NEW YORK, JULY 31, 1852.

GOVERNMENT AND STATE SECURITIES.

U. S. 5's, 1853	101
U. S. 6's, 1856	108
U. S. 6's, 1862	115
U. S. 6's, 1862—coupon	118
U. S. 6's, 1867	118
U. S. 6's, 1868	118
U. S. 6's, 1868—coupon	118
Indiana 5's	94
Indiana 2½	54
" Canal loan 6's	95
" Canal preferred 5's	46
Alabama 5's	93
Illinois 6's, 1847	82
Illinois 6's—interest	52
Kentucky 6's, 1871	108
Massachusetts sterling 5's	—
Massachusetts 5's, 1859	—
Maine 6's, 1855	—
Maryland 6's	107
New York 6's, 1854-5	—
New York 6's, 18 0-61-62	116
New York 6's, 1864-65	120
New York 6's, 1 y., 1866	121
New York 5½'s, 1860-61	110
New York 5½'s, 1865	110
New York 5's, 1854-55	—
New York 5's, 1858-60-62	106
New York 5's, 1866	—
New York 4½'s, 1858-59-64	101
Canal certificates, 6's, 1861	—
Ohio 6's, 1856	104
Ohio 6's, 1860	99
Ohio 6's, 1870	108
Ohio 6's, 1875	114
Ohio 5's, 1865	116
Ohio 7's, 1851	105
Pennsylvania 5's	—
Pennsylvania 6's, 1847-53	97
Pennsylvania 6's, 1879	99
Tennessee 5's	—
Tennessee 6's, 1880	107
Virginia 6's, 1886	110

CITY SECURITIES—BONDS.

Brooklyn 6's	—
Albany 6's, 1871-1881	107
Cincinnati 6's	100
St. Louis	95
Louisville 6's 1880	95
Pittsburg 6's, 1869-1871	101
New York 7's, 1857	108
New York 5's, 1858-60	103
New York 5's, 1870-75	105
New York 5's, 1890	106
Fire loan 5's, 1886	—
Philadelphia 6's, 1876-90	104
Baltimore 1870-90	107
Boston 5's	109

RAILROAD BONDS.

Erie 1st mortgage, 7's, 1867	112
Erie 2d mortgage, 7's, 1859	107
Erie income 7's, 1865	99
Erie convertible bonds, 7's, 1871	99
Hudson River 1st mort., 7's, 1869	105
Hudson River 2d mort., 7's, 1860	94
New York and New Haven 7's, 1861	106
Reading 6's, 1870	87
Reading mortgage, 6's, 1860	91
Michigan Central, convertible, 8's, 1860	109
Michigan Southern, 7's, 1860	99
Cleveland, Col. and Cin. 7's, 1859	109
Cleveland and Pittsburgh 7's, 1860	101
Ohio and Pennsylvania 7's, 1865	102
Ohio Central 7's, 1861	—

RAILROAD STOCKS.

[CORRECTED FOR WEDNESDAY OF EACH WEEK.]

	July 22.	July 29.
Albany and Schenectady	110	106
Boston and Maine	107	106
Boston and Lowell	108	108
Boston and Worcester	103	103
Boston and Providence	89	89
Baltimore and Ohio	82	82
Baltimore and Susquehanna	29	29
Cleveland and Columbus	—	—
Columbus and Xenia	—	—
Camden and Amboy	146	—
Delaware and Hudson (canal)	125	126
Eastern	98	97
Erie	86	85
Fall River	—	—
Fitchburg	103	103
Georgia	—	—
Georgia Central	—	—
Harlem	72	70
" preferred.	110	110
Hartford and New Haven	—	—
Housatonic (preferred)	35	35
Hudson River	65	65
Little Miami	—	—
Long Island	19	20
Mad River	—	—
Madison and Indianapolis	112	—
Michigan Central	112	113
Michigan Southern	118	116
New York and New Haven	114	114
New Jersey	130	130
Nashua and Lowell	—	—
New Bedford and Taunton	—	117
Norwich and Worcester	53	53
Ogdensburg	26	25
Pennsylvania	46	46
Philadelphia, Wilm'gton & Balt.	32	32
Petersburg	—	—
Richmond and Fredericksburg	100	100
Richmond and Petersburg	35	35
Reading	87	88
Rochester and Syracuse	123	117
Stonington	54	55
South Carolina	—	—
Syracuse and Utica	134	134
Taunton Branch	115	115
Utica and Schenectady	133	133
Vermont Central	14	14
Vermont and Massachusetts	20	20
Virginia Central	—	—
Western	103	104
Wilmington and Raleigh	57	57

Ohio.

Cleveland Painesville and Ashtabula Railway.—The Cleveland Herald says the Cleveland, Painesville and Ashtabula railway is now opened beyond Ashtabula, and soon will be to Conneaut. The bridge at Ashtabula is completed, and the work on the bridges beyond is progressing well. Seven-eights of the grading from Conneaut to Erie is done, and the last link between Cleveland and New York will be finished and the cars running through by the first of the middle of November next.

The completion of this important road will relieve travelers of all dread of winter staging between the west and east, as well as open a heavy winter freight business.

For the American Railroad Journal.

The Tennessee Valley Railroad.

This railroad was delivered over, on the 1st day of June, to the Memphis and Charleston railroad company; and will henceforward be incorporated with, and become a link in that road. And as it will be merged and known by its own corporate name and style no more, this would seem to be a very proper occasion to present a summary history of the work, from the inception thereof, to its amalgamation or mergence with the road referred to.

The Tennessee valley railroad, connecting with the Tennessee river at the Tuscumbia landing, below the great "Muscle Shoals," and at Decatur, above said shoals, 45 miles in length, was originally chartered in two separate sections. "The Tuscumbia railway company" was incorporated by an act of the legislature of Alabama at the session of 1829 and '30; and the "Tuscumbia, Courtland and Decatur railroad company" was incorporated by the legislature at the session of 1831 and '32.

The completion of the first half—from Tuscumbia landing, to the town of Tuscumbia—was celebrated on the 12th day of June 1832; the remainder, from Tuscumbia to Decatur, was completed, and opened for business on the 15th day of December 1834.

The profile of the road is undulating, with 25 feet per mile as a maximum of gradients; the alignment is very direct, and the curvatures between Tuscumbia and Decatur, are on a minimum radius of 1512 feet.

The superstructure, was of the same character with the railroads built in the United States, contemporaneously with it, viz: the Baltimore and Ohio, Baltimore and Susquehanna, the Charleston and Hamburg, etc.

After a very short experience in the use and working of the road, it was discovered that the superstructure, and particularly the iron, was entirely too light and flimsy. The same deficiency was observed at the same time by our contemporaries, in regard to their roads, but they at once applied the means to remedy the defect, by replacing the light iron with heavy rails, and the light and flimsy wooden structure, with a more weighty and durable one, and thus making their roads good, and profitable concerns. Unfortunately for the prosperity of our work, we were unable to do likewise, for want of the means wherewith to accomplish it. For, owing to a fatal error of the company, in the very beginning of its career, its finances became embarrassed, soon after the road had been opened for business.

The cause of which embarrassment was simply this. At the outset, the company organized, and commenced the work, with a subscription to their stock, entirely inadequate for the purpose; but the credit of the company being good, and money in abundance to be had on loan, from banks and capitalists, the corporation did not even call in, only a small proportion of the stock subscribed, and prosecuted the work and carried it through, almost entirely on borrowed money. Every thing seemed to progress swimmingly thus far. But in 1837 came the revulsion in money matters, and the banks, and creditors of the company made pressing calls for the money due them; the very cause, and the reasons however, which actuated the creditors in calling for, and demanding their dues, deprived the company of the power to raise the means, wherewith to discharge its indebtedness.

The pressure being unusual, permanent loans were out of the question; further subscriptions for

stock could not be obtained at such a time—and even the stock originally subscribed, could not be collected; and the result was, first, the prostration of the credit of the corporation, and finally its total failure.

Afterwards, for a series of years, the railroad works, and property of the company, were matters of tedious litigation amongst the creditors—the road, with its machinery, being leased out in the mean time, and worked (as was natural) to its own destruction—when finally, the whole property was brought to a sale, under a decree from the United States district court, in September 1847.

A new charter, under the name and style of the "Tennessee Valley railroad company," was obtained from the legislature of 1847 & '48—approved February 10th 1848—an organization under which, was had within the year 1848.

But owing principally to the project of the Memphis and Charleston railroad company, which was revived the following year, there was very little done towards the refitting and improvement of the old road, and it was worked in its dilapidated condition. In the early part of 1851 however, an agreement was entered into, between the Memphis and Charleston railroad company, and the Tennessee valley railroad company, by, and under which the latter was to become a link in the great road, and was to be relaid with heavy iron, and refitted in its machinery etc., as soon as the company should be prepared to commence the work. And now, in compliance with such arrangement, the Memphis and Charleston company have taken possession of the road, as first above stated, and have commenced relaying the track at the Tuscumbia landing, with a T rail weighing 59 lbs to the yard, lineal, upon heavy oak sleepers, 2½ feet apart from centre to centre.

The iron for the whole length of the road, about 4,000 tons, is either here (at the Tuscumbia Landing) or in transitu from New Orleans; and the expectation and promise is, that the whole 45 miles will be completed, with the needful motive power and machinery, by the first day of November next, at farthest.

It is particularly worthy of remark, in reference to the subject in hand, that the amalgamation, and merging of this railroad with the Memphis and Charleston road, is simply a consummation of the designs and objects of the original projectors, over twenty years ago. For while it was the immediate object and purpose of the work to overcome the obstructions in the Tennessee river, interposed by the great "Muscle Shoals," it was at the same time the ultimate and fondly entertained design, of forming a railroad connection between the Atlantic at Charleston, and the Mississippi river at Memphis. In the year 1834, Col. S. H. Long, U. S. Topographical Engineer, under orders from the Topographical Bureau at Washington, made a reconnaissance of a route from Augusta, Ga., to Memphis, Tenn.; pursuing the most direct route, as far as feasibility of ground would permit, to Decatur, in Alabama, and adopting the Tuscumbia, Courtland and Decatur railroad, from Decatur to Tuscumbia, as a link in the Atlantic and Mississippi railroad. Hence the nearest and most feasible line from Tuscumbia to Lagrange, in Tennessee; and thence by the route of the Memphis and Lagrange railroad (which had been surveyed) to Memphis.

Col. Long made a very lucid and able report on his reconnaissance, dated Philadelphia, February 10th, 1835, to the Topographical Bureau at Washington, published by Congress.—See Doc. No. 177,

House of Rep., (War Depart.) 23d Congress, 2nd session.

The route of the Memphis and Charleston railroad, as now defined and located, occupies the identical ground between Tuscumbia, Ala., and Lagrange, Tenn., designated in Col. Long's report upon the reconnaissance above mentioned—the Memphis and Lagrange road having been adopted as a link; so that the Memphis and Charleston railroad—between Decatur, Ala., and Memphis—of 1852, is identical with the route of the Atlantic and Mississippi railroad of 1834.

For detailed information, and notices of the work mentioned—the Tuscumbia, Courtland and Decatur railroad—we refer to the pages of the American Railroad Journal, viz: vol. i., p. 307; vol. ii., pp. 225, 466, 467, 468, 481 and 482; vol. iii., pp. 97, 276, 290, 291, 356 and 610; vol. iv., pp. 4 and 17; vol. v., pp. 714, 715, 737, 738, 739, 817, 818, 819, 820 and 821.

There are several very interesting facts and results, to be noted in the history of the work under consideration.

First, the inception of this project was the very *germ*, or original *idea*, of connecting the Atlantic seaboard with the Mississippi river, by continuous railroad communication; and it was the first proposition of the kind by some years—other and contemporaneous projects were aiming to connect the Atlantic with the Mississippi valley, by the same means—as the Baltimore and Ohio railroad, the Charleston and Cincinnati railroad, etc.—but none of these were intended to extend to the "Father of Waters."

Second, this was the first, and emphatically the *pioneer* railroad, west of the Appalachian Mountains. But, as is too often the case, the projector opens the way, at great sacrifice of money and labor, for the prudent successor, who is to enjoy the fruits of the enterprise—even so has it been in this. Yet, in this instance, the few of the original projectors now surviving, have reasons for self gratulation—seeing the object for which they toiled so hard, and made so many sacrifices, is about to be crowned with entire success.

And whatever such an idea might weigh with some, there are those who derive more heartfelt satisfaction, from a consciousness of having contributed to, and been instrumental in, the accomplishment of so important a project, than they could possibly enjoy from the most successful result of an enterprise simply connected with gain.

In conclusion, we derive this salutary lesson from the history of the enterprise here attempted to be delineated, viz: that a single fault, committed at an early stage, in the conducting of a project, may prove very disastrous to the concern. Had the Tuscumbia, Courtland and Decatur railroad company, solicited the subscription of an ample amount of stock (which they could have obtained) at the beginning, and built the work with money derived from the calls on stock, instead of borrowed money, the career of the company would have been entirely different—it would have been eminently successful in all points.

Very respectfully, etc., D.
Tuscumbia, Ala., June, 1852.

Indiana.

Lafayette and the New Albany Railroad.—The citizens of Lafayette, Ind., have given the New Albany railroad the free right of way through their city, and also subscribed \$50,000 to the stock of the road.

Alabama and Tennessee Railroad.

We published last week an elaborate report of the Alabama and Tennessee railroad. It is a valuable document, not only as giving a full view of the objects, condition, resources and prospects of the above road, but as presenting a large amount of information applicable to a class of Southern projects.

The roads that have been completed in the South are among our most successful projects. In the Southern States the completion of a road is necessary to its full success. The connections contemplated must be made, or partial failure is the result. This is owing to the want of large towns and a dense population in the interior, to supply a large local traffic. In the North, on the contrary, the successive links, extending from village to village, pay as fast as they are opened. So that a road may prove a tolerable investment long before the original plan is realized.

The above facts furnish an explanation of the failure of Southern railroad projects in 1836 and '7. Before the numerous extensive lines in that section, in progress at the time referred to, were completed, the commercial revulsions that followed, put an end to their further prosecution. Those that were partially completed could not be worked at a profit, and they were gradually abandoned. So that in a few years, in some of the Southern States, such as Alabama, Mississippi, Tennessee, and Louisiana, for example, hardly a road was found in operation, of all the numerous projects once in progress.

The greater wealth, and more dense population of Georgia, on the other hand, enabled that State to complete her railroad schemes within a reasonable time after their inception. They immediately went into profitable employment, and have ever ranked among our best managed, and most successful roads; showing, that while railroads are equally adapted to the wants of the South, and find equally remunerating employment as at the north, the original ideas must be carried out to ensure complete success.

The recent movements at the South commences under better auspices, and conditions, that promises full success. Time has located the great commercial depots in that section of the country, and has marked out the routes of commerce and travel. In the projects of 1836, these were assumed, and, as experience has shown, often erroneously so. New guides, and new lights have arisen; and with the lapse of time, the population, and means of the people have been vastly augmented. The experience of other sections of the country has now become available to those commencing works of public improvement, and all the condition of success, once wanting, now exist in the South. Railroads are not now commenced in that quarter until ample provisions are made "for ways and means," so that with ordinary foresight and management, failure is beyond contingency.

As far as their business prospects are concerned, Southern roads, those we mean that run at right angles to the parallels of *latitude*, have in some respects a decided advantage over those of the North, which generally have an eastern or western direction. Roads following the same parallel of latitude, traverse a country abounding in identical productions. Were the entire population therefore, upon such parallel, devoted to *agriculture*, no commerce could exist between them, as the surplus productions of each, would be the same in kind, and all would wish to purchase, what none had to sell.—When we come to roads following the lines of lon-

gitude, a different rule prevails. With every successive degree, the kind of products change, so that although the whole population on such a line of road may be engaged in agriculture, there may exist an active traffic in the exchange of the products of each belt of country traversed. In the present age, the whole aggregate productions of society are necessary to meet the wants of each individual. A road therefore, extending from the Gulf of Mexico to the Lakes, by traversing nearly every variety of climate, becomes the channel of distribution of all the varied productions upon its route; the cotton, rice, sugar, and tobacco, of the South, and the grains, fruits, provisions, and domestic animals of the North. Railroads running north and south therefore, may be said to occupy the *natural*, and those running in an opposite direction, the *artificial*, routes of commerce.

The Alabama and Tennessee possesses all the advantage to be derived from occupying a *natural* route of commerce. It is a part of a great line extending from one extreme of the country to the other. As a *local* work, it traverses a section with very different productions; the southern portion of it abounding in cotton, and the northern portions of it in wheat, corn, good grazing lands, and vast mineral resources. Upon its route all the elements of a vast commerce already exist. All that is wanting, is a suitable channel for their interchange. This will be supplied by the above road, which certainly bids fair to become one of the most lucrative roads of the South, and of the whole country.

We are happy to state that the Alabama and Tennessee railroad have secured abundant means for its construction, and that the work will be pushed forward with all practicable dispatch to its completion.

Syracuse and Binghamton Railroad

The letting of contracts for the further prosecution of this road is now going on in this city. The competition has been very brisk and lively, there being some hundred and thirty or forty contractor's names before the directors attached to bids for the undertaking of the work. We congratulate the friends of the road upon this signal manifestation on the part of so shrewd and sagacious a body of men as the railroad contractors of the United States of their confidence in the enterprise, and believe, that in spite of the industrious and formidable attempts that have been made to shake the public confidence in it, that it will triumph in the result of a complete and successful consummation, vindicating everything and more than everything that its most ardent friends have ever claimed for it.

We have in press the report of the very intelligent and efficient Engineer of the company, W. B. Gilbert, Esq., and we shall take early occasion to furnish the facts and figures upon which we base our very favorable opinion of the value of this undertaking as a matter of the highest local interest and importance to the citizens of Syracuse, and in fact to our whole immediate vicinity. We have sometimes suspected that the immense advantages of this railroad communication to this city had been somehow or rather overlooked, when we have regarded the very moderate contributions which have been made for its prosecution by our community. We have been apprehensive that the jealousy of competition may have had something to do with the narrow and confined opinions and judgments that have too often been broached in regard to it, and that an organization of prejudices and adverse influences might be at work to counteract all the efforts that sagacity was conceiving and energy executing in regard to it. It certainly has been a fight from the start for the friends of the Syracuse and Binghamton railroad, and their conquest over mind and opinion has been almost as dearly purchased as their ascendancy over the difficulties that presented themselves to be overcome in matter.

We did not propose anything beyond an allusion

when we took our pen in hand, reserving to ourselves the opportunity for a fuller expression of opinion after we should have examined the report. Till then we shall adjourn what we have further to say upon the subject.—*Syracuse Star.*

From a later number of the same paper, we learn that the work of construction has been allotted to the following parties, viz: 1st division to O'Keefe & Boyle, of Massachusetts and Connecticut; 2nd division to Miller, Brintnall, Chase & Co., of Syracuse; and the 3d division to James & Charles Collins, of Brooklyn, all of whom are good and substantial men.

The stockholders, and inhabitants of Syracuse, Homer, Courtland and Binghamton, and, in fact, throughout the whole line, says the Star, should give Judge Stevens, the President of the road, great credit for his untiring energy in accomplishing this great result. The duties of the office could not have been placed in better hands. We have been acquainted with the president for a number of years, and know whatever is placed in his hands to do, will be well and energetically done.

The road should be speedily built, for the interests of the various branches of business carried on along the line of the road demand it. Syracuseans especially, should be very prompt in forwarding its completion, and getting its stock all taken. The road will be, when built, a benefit to every inhabitant of Syracuse who uses the article of fuel, because it directly connects with the inexhaustible coal fields of Pennsylvania, which article can be afforded much cheaper than wood is at this time.

The gentlemen who have taken the contracts for building the road, take 25 per cent of the capital stock. This fact shows conclusively that it is a safe and judicious investment.

We have long regarded the above road as one of the most important, and as promising to become one of our best paying, projects. It will traverse a country of remarkable fertility, without railroad accommodations. It will have no rival for its appropriate local business which must yield a lucrative traffic. Its through business, from the transportation of coal alone, must be equal to the capacity of a single track road. The demand for fuel for the salt works at Syracuse, now so far exceeds the supply, as to seriously interfere with the production of salt, and consequently with the growth of that city. From the difficulty in getting coal, wood is now almost exclusively used at the Salt works. An equivalent amount of coal, can be furnished at one half the cost of wood; and in addition to this, the supply of the latter is unlimited.—With the Syracuse and Binghamton railroad, we see no reason why the population of Syracuse should not be doubled in a very few years.

This road too will become a very important avenue for coal to Lake Ontario, as a direct railroad will be opened to this Lake in connection with the Oswego and Syracuse railroad. In a few years more, and the whole steam fleet of this Lake must be supplied with their motive power from the Pennsylvania mines.

The Syracuse and Binghamton railroad starts under good auspices, with every prospect of speedy construction, and success, after it shall be completed. We expect to see a proper appreciation of the merits of this project, carry its stock and securities up to a high figure.

Missouri.

Hannibal and St. Joseph Railroad.—The Hannibal Journal says in reference to this road: From a conversation with Col. Stewart, we feel authorized to inform the public that our railroad will be commenced next fall at both ends, and pushed through rapidly, so as to insure its completion in three or at most four years.

Letter from Hon. Jas. D. Doty, M. C., from Wisconsin.

HOUSE OF REPRESENTATIVES,
Washington, July 22d, 1852.

EDITOR OF RAILROAD JOURNAL:

Dear Sir—Several routes for railroads to the Pacific have been proposed, and undoubtedly one will be selected through the southern part of the United States; but for northern trade and interests there are none so favorable, in my judgment, as the one from the head of Lake Superior, to and along latitude 49, to Puget's Sound.

From Lake Superior to the Rocky Mountains, which is about one thousand miles, the face of the country is level, and the streams easily crossed. The route would touch the small branches of the Mississippi, Red river, the Missouri, Saskatchewan and Columbia, which give an abundant supply of timber and water for the use of the road and for agricultural settlements. The country is entirely healthy, and generally fit for cultivation.

The pass through the mountains, I am informed, is not difficult, having long been used by the traders of the Hudson's Bay company. A few years ago, Sir George Simpson, with a party mounted upon twenty horses, passed upon this track from Lake Superior to the Pacific.

The Lakes and River St. Lawrence form a water communication to the heart of this continent from the Atlantic; it is proposed to extend and complete this communication by this road to the Pacific.

It will at once be perceived that this is the shortest line of road to be constructed to reach the Pacific ocean; and that the road which is now being constructed from Chicago, through Wisconsin, to the head of Lake Superior, will soon complete the lines from New York and Boston running west, and is in fact a continuation of the European road from Halifax. Beside, the Great Lakes and River St. Lawrence may be navigated at least six months in the year, which would be of great value to the road. Daily steamboats, and a very large number of other vessels, continue to run to the ports on Lake Michigan, although there are now two railroads in operation leading east from Chicago.

This route is of first importance to the Northern States, to British America, and to England. It would become immediately the highway of nations; it would give to England the most speedy communication she can have with her East India possessions; and the largest share of the trade between Europe and China would pass over it. From Puget's Sound to Shanghai the distance is 500 miles shorter than it is from Astoria or California.

Two modes may be suggested for the construction of this road. First, by the united means of the English and American governments, under the provisions of a treaty; and, secondly, by the United States, from the proceeds of the sale of the lands in the vicinity of the road, after sections of it are constructed.

My engagements do not permit me at this time to enter into a more detailed statement of my views on this measure, or of the information I possess in regard to it. I should be glad to fix it upon your attention as I deem it—the most important national highway across the continent; for I am sure you would very soon succeed in enlisting the public in its favor, when the necessary provision would be made for the examination of the country, and the survey of the route.

With much respect, I am truly yours,
JAMES DUANE DOTY.

Columbus Piqua and Indiana Railroad Company.

We learn that the shipping bills for 2000 of the 4500 tons of rails purchased last December by the company for this road have been received. The whole of the iron will arrive at Cleveland on or before the 1st of September next, which will be carried to Columbus as fast as unloaded, and laid upon the road bed of the 1st division nearly prepared for the superstructure, between Columbus and Urbana of 46 miles in length.

The first of the ten locomotives made by Souther of Boston, and contracted for by the company last fall, has been delivered into the hands of its agents. The balance of them will be ready for the company by the 1st of August next and each month thereafter.

The earth work and masonry on the middle and western divisions, constituting 56 miles, are in a state of rapid progression under a heavy force. The bridging for the entire line, of (Hows) patent, is under contract to Messrs. Thatcher, Burt and Co., and the framing for the streams of the Whetstone, Scioto and Big Darby on the eastern division is now going on. The ties for the eastern division are upon the line, and contracts for the delivery of the balance to furnish the other divisions have been made.

Passenger, freight and baggage cars necessary to furnish the eastern divisions are now constructing and will be ready for the opening of the road this fall. Contracts for the full equipment for the first years business have been entered into on favorable terms.

We congratulate the company and the public upon the state of advancement of this important work which now bids fair to attain an early completion.

No company in the west we are confident has a line which clusters upon and about it more of those elements of success which will at once, and for all time, constitute it a prominent and profitable road, than this; and from the present ample means of the company, there is nothing to prevent the construction of this road on a scale equal to the best railways in the west, and in all respects commensurate with its position as a link in the great thoroughfare connecting the cities of the Atlantic seaboard with the valley of the great west.—*Piqua Register.*

Ohio.

Mansfield and Sandusky City Railroad.—Earnings of this road in June, 1852, of which \$8,450.78 was from passengers. \$40,913.61 Earnings same month of 1851. 23,435.63

Increase over June, 1851. \$16,777.98

We are informed that its receipts in June, '52, at Sandusky of four kinds of produce only, were as follows:

Wheat, bushels.	249,604
Flour, barrels.	10,995
Butter, lbs.	75,414
Wool, lbs.	206,000

Such an amount of business proves the management of the road to be in good hands.

In regard to its prospects for the coming year we hear encouraging accounts. There is now on the line of the road to come forward this season about six hundred thousand pounds more of wool. Of wheat, if we may judge of the future from anything of the past, and if the price of this staple production of our State shall bear a reasonable relation to the expectations of our independent and intelligent farmers, we may calculate there will not be less

than two millions of bushels brought over the road to this terminus in the next twelve months.

This, with its large daily receipts of other articles, and its increasing passenger receipts, should quite satisfy those interested in its earnings.

New York.

Syracuse and Utica Railroad.—At a meeting of the stockholders of the above company held at the office in Syracuse, Monday, May 7th, the following gentlemen were elected directors: John Wilkinson, Charles Stebbins, Oliver Teall, David Wagner, Holmes Hutchinson, James Hooker, Hamilton White, Samuel French, John Stryker, Joel Rathbone, E. W. Leavenworth, James Watson Williams, and Joseph Battell. At a meeting of the directors, John Wilkinson Esq., was reelected president, Charles Stebbins, vice president, and V. W. Smith secretary.

Syracuse and Oswego Railroad.—At a meeting of the stockholders of the above road, held at their office in Syracuse, Monday, May 7th, the following gentlemen were elected directors: Holmes Hutchinson, T. T. Davis, Allen Munroe, Wm. L. Pardee, Luther Wright, Joel Turrill, F. T. Carrington, E. B. Wicks, John Wilkinson, A. Munson, T. S. Faxton, R. H. King, S. Doolittle. Holmes Hutchinson was reelected president.

Utica and Schenectady Railroad.—At an election for directors of this company, held on the 7th inst., the following persons were elected directors for the ensuing year: Erastus Corning, Nicholas Devereux, Nathaniel S. Benton, Alonzo C. Paige, John Townsend, James Hooker, Thomas W. Elliott, Marcus T. Reynolds, J. Phillips Phoenix, E. T. T. Martin, Livingston Spraker, John Ellis, Elzazer F. Backus.

Watertown and Rome Railroad.—At an election of directors, held at the office of the company in Watertown, on Monday, the following gentlemen were elected, viz: Wm. C Pierrepont, C. V. Brainard, N. M. Woodruff, Robert B. Doxtater, Samuel Buckley, William Lord, Smith Barlett, Clarke Rice, Horace Dunbar, Calvert Comstock, Philip Dater, J. C. Cooper, Willis Phelps.

Maine.

Androscoggin and Kennebec Railroad.—Hon. Samuel P. Benson, of Winthrop, Me., has been unanimously elected president of the Androscoggin and Kennebec railroad.

New Hampshire.

Eastern Railroad.—Directors for the coming year—Ichabod Goodwin, Portsmouth; Daniel P. Brown, of do; Stephen A. Chase, Salem; Isiah Breed, Lynn; Benj. T. Reed, Boston.

Michigan.

Michigan Southern Railroad.—John B. Jervis, Geo. Bliss, of Springfield; Charles Butler, E. R. Litchfield, Edwin C. Litchfield, Hugh White, John Stryker, Wm. L. Marcy, and John S. Barry, were elected directors of the Michigan southern railroad company, at the last meeting of the stockholders. John B. Jervis was elected president.

Ohio.

The Eaton and Hamilton Railway was put under full operation last Thursday, with two trains daily. Although so recently laid, (the Hamilton Intelligencer says) it has the smoothest track we ever passed over, and the time made is superior to that on any road in Ohio. Mr. Woods, president of the road, deserves great credit for the indomitable energy with which he has pushed the road through, and he has been ably seconded by the engineers.

Massachusetts.

Essex Railroad.—Directors—David Pingree, Eben Sutton, of Danvers, Nathaniel B. Mansfield, Nathaniel Weston, John B. Silsbee, Joseph N. Sanderson, of Lynn; Henry G. Gray, of Marblehead.

North Carolina.

North Carolina Railroad.—The board of directors of this company met in this city on Tuesday last, and had not adjourned up to the moment of our going to press. None of their proceedings have as yet transpired; but it is generally understood that a depot is to be located in or very near this city—though at what point is not known. In our next we shall probably be able to give a full and definite account of the transactions of the board.

The stockholders of the company convened in the Commons Hall in this city, on Thursday last—the Hon. Calvin Graves presiding, and Messrs. Charles Phillips, of Orange, and Alfred Williams, of Raleigh, acting as secretaries. There are a large number of stockholders in attendance—evincing thereby a lively interest in the concerns of the company. The entire amount of stock represented by persons and proxy, is 7000 shares.

From the report of the president we learn that operations on the road are in a state of rapid progress, with the promise of as speedy a completion as could have been anticipated. The expenditures for work thus far done amount to the sum of \$291,561 04. The force at present employed upon different divisions of the work consist of 1,425 men, 403 boys, 560 carts, 50 wagons, 785 horses and mules, and 44 oxen.

The old directors were almost unanimously re-elected, and the proceedings of the meeting, generally, thus far, have been most harmoniously and auspiciously characterised.

Gov. Morehead was subsequently re-elected President of the road by the directory.—*Raleigh Reg.*

To Contractors.

SEALED PROPOSALS will be received at the office of the Lackawana and Western Railroad Company, No. 45 Wall street, New York, until the 3rd day of September next inclusive, for the construction of a Tunnel, on the line of the Lackawana and Western Railroad, size 18 feet square, and about 2200 feet in length.

The excavation will be rock, of very favorable character for drilling and blasting.

The North end is open, and tunneled about 100 feet. The earth excavation at the South end is now being made.

Parties desirous of bidding, can visit the work daily, via New York and Erie, and Lackawana and Western railroads, distance from Great Bend about 30 miles, and from Scranton, 18 miles.

For further information, apply at No. 45 Wall street, or at the Company's Office in Scranton.

Bidders must bring satisfactory testimonials.

By order of the President and Directors,
GEO. W. SCRANTON, *General Agent.*

A. Whitney & Son,

PHILADELPHIA, PA.

MANUFACTURERS of Chilled Railroad Wheels for Cars and Locomotives. Also furnish Wheels fitted complete on best English and American Rolled and American Hammered Axles. 31st

Railroad Iron.

1,000 TONS, 56 lbs. per lineal yard, shipped, and to be shipped, from London in July and early in August, T pattern and of best quality. Apply to DAVIS, BROOKS & CO., 31st July. 1m

Cotton Steam Packing.

THIS Superior Packing is prepared by us expressly for Locomotive Engines. The advantages resulting from its use are—cheapness—greater safety, and economy of labor.

Orders addressed to us at 91 Wall st., New York, will have prompt attention.

J. M. HALL & CO.

P. S.—Waste for cleaning engines, in quantities as wanted. July 24, 6mth

Notice to Contractors.



SEALED PROPOSALS will be received at the Engineer's Office of the Marietta and Cincinnati Railroad, at Point Harmar, up to the 8th of September, inclusive, for the Graduation, Masonry and Bridging of 70 miles of this road, extending from the East end of the present contract in Vinton county to Marietta. This work is well worthy the attention of Contractors. There will be about 2000 feet of Tunnelling, with several deep cuts and high embankments. The line will be ready for examination eight or ten days prior to the day of letting. Plans, profiles and specifications will be found at the Engineer's office in Athens and Harmar, and all necessary information given upon the line of the road by the Resident Engineers.

Separate proposals will be received for the Masonry and Superstructure of the Bridge across the Muskingum at Marietta—this will be about 600 feet long and be furnished with a draw of 50 feet span.

W. P. CUTLER, President.

A. KENNEDY, Engineer.
Engineer's Office, M. & C. R. R.,
Chillicothe, July 16, 1852.

Notice to Contractors.

CHICAGO AND MISSISSIPPI RAILROAD.

SEALED PROPOSALS will be received at the office of the company in the city of Springfield, Illinois, until SATURDAY, August 14, for the GRADING, MASONRY, BRIDGING, and CROSS TIES of that division of this road which extends from Springfield to Bloomington, Illinois.

The distance is about sixty miles, and the route traverses the most elevated and healthy portion of the State.

The line is divided into sections of about two miles each, and the work is to be commenced without delay.

Payments for work and materials will be made in cash.

Profiles and plans may be seen and blank forms obtained at the office of the company in Springfield and Bloomington, Illinois, where any information will be furnished by the Engineer Department.

Satisfactory proof of responsibility will be required from those proposing for the work.

The subscriber will be in New York, at No. 68 Warren-st., up stairs, over Hudson River Railroad Office, until August 3; and will be prepared to exhibit profiles, plans, etc., and give information to such as prefer to offer proposals in this city.

New York, July 15, 1852.

OLIVER H. LEE,
Chief Engineer Chicago and Miss. Railroad.

To Contractors.

CENTRAL OHIO RAILROAD.

PROPOSALS will be received at the office of the Central Ohio Railroad Company, in Zanesville, until the 15th day of August next, for the Graduation and Masonry of 41 Sections of the Road, extending from a point five miles east of Cambridge, to within about six miles of the Ohio River, near Wheeling, Virginia.

The work upon the greater portion of this Division is very heavy, including several Tunnels and a large proportion of Masonry.

Bids proposing to receive a per centage of payments in the Stock of the Road, are desirable; though a favorable consideration will be given to proposals for entire cash payments.

Specifications may be obtained at the Engineers Office in Zanesville, and also in Cambridge and Wheeling, on and after the 21st inst.

ROBERT McLEOD,
Chief Engineer.

July 15th, 1852.

I. Dennis, Jr.,
WASHINGTON, D. C.

ATTORNEY for Inventors, and Agent for Procuring Patents—Practical Machinist, Manufacturer and Draughtsman, of 20 years' experience. Circulars containing important information, with a map of Washington, sent to those who forward their address, and enclose a stamp.

31st

Norwich Car Manufactory.



FOR SALE.—Will be Sold at Public Auction, on the premises, on Monday, the twenty-third day of August, at 10 o'clock A. M., the entire establishment and property of the Norwich Car Manufactory, consisting of

1 Brick slate roof building, 50 by 150 feet, two stories high, used for setting up cars, cabinet work, &c.

1 Brick slate roof building, 40 by 190 feet, with two wings, 30 by 40 each, one story, used for blacksmith, machine and saw shops.

1 Brick slate roof Engine and Dry House, 30 by 40 feet.

1 Lumber House, 50 by 100 feet.

1 Barn, 18 by 28; 1 Wood Dwelling House, 21 by 28; one and a half stories high.

1 Block of Brick Tenements; several Building Lots.

Together with the Machinery, Tools and Fixtures connected with the same, consisting of a Steam Engine and Boilers; several Planeing and Sawing Machines, Turning Lathes, Boreing, Punching, Morticing, and a variety of other machines, constituting a complete and extensive establishment for the manufacture of Railroad Cars as any in the country, and capable of working one or two hundred hands, and doing a business of \$200,000 per annum. It is situated on the Norwich and Worcester Railroad, half a mile from the city of Norwich, at the head of navigation on the River Thames—affording the most desirable facilities for the transportation of Cars and materials, and in the immediate vicinity of various and extensive manufacturing and mechanical establishments.

The whole, with the exception of the vacant lots, is leased on favorable terms for four years from February, 1850. For further information, application may be made to

J. G. W. TRUMBULL, Surviving Trustee.
Norwich, June 26, 1852.

6 w

Railroad Contracts.



THE Mobile and Ohio Railroad Company hereby offer for contract the *Graduation, Masonry and Bridging* of 179 miles more of their road, extending from Section 64 of the last *letting* in Wayne Co. to the south line of Pontotoc Co., Miss.—the latter point being 267 miles from Mobile.

The line will be ready for inspection on and after the first of August next. Also, plans, profiles and specifications will be exhibited, proposals received under seal, and contracts made at the following times and places, to wit:

August 15th—At Quitman, for line in Clarke County.

" 25th—At Lauderdale Springs, for line in Lauderdale and Kemper Counties.

September 5th—At Macon, for line in Noxubee County.

" 15th—At Major Gilmore's, 16th section on "Robinson" Road, for line in Lowndes County.

" 25th—At Doct. Gillespie's, on Aberdeen and Houston Road, for line in Monroe County.

" 30th—At Okolona, for line in Chickasaw County.

From July 25th to August 10th, the profiles can be examined, and other information obtained, of C. B. Child, Esq., Resident Engineer, at Macon, Noxubee Co., Miss.

The grading upon 8 miles of this line is heavy, and good car work. About 35 miles middling heavy, and the remaining 136 miles light.

The high and healthy country in which this line of work is situated, and the proposed *letting* of 250 miles more within twelve months, to complete the road to the Ohio and Tennessee rivers, for which subscriptions are now partly taken up, render this work worthy the attention of contractors both north and south.

JOHN CHILDE,
Chief Engineer and General Agent,
New York, June 14th, 1852.

TRUSTEE'S SALE

Of the Property, Personal and Real, of the
Maryland Mining Company,
IN ALLEGHENY COUNTY, MARYLAND.

By virtue of a decree passed by the Circuit Court for Allegany county, as a Court of Equity, the undersigned, Trustees, will sell at public sale, at the Eckhart Mine of the Maryland Mining Company, ON THE FIRST DAY OF SEPTEMBER, 1852,

At Twelve o'clock, Noon.

All that Valuable Mineral Estate belonging to the Maryland Mining Co., and which said company has been improving for the last seven years, by the expenditure of a vast amount of capital.

The Real Estate consists of two Tracts of Land, called "THE MARYLAND MINING CO.," and "FOUNTAIN INN," located in one body, containing about

1900 Acres of Land,

a large part of which is underlaid by the

GREAT VEIN OF COAL,

14 feet in thickness, likewise by many other veins, varying in thickness from 2 to 4 feet, the whole located in the very heart of the Great Semi-bituminous Coal Fields of Maryland.

Also—Two other Lots or Parcels of Land, containing 50 acres each, known as LOTS NOS. 3970 and 3972; these Lots are heavily timbered, and are said to be underlaid by the GREAT VEIN, or 14 feet vein of coal.

Also—Lots Nos. 3401, 3402 and 3403, containing 50 acres each, and adjoining the tract called "Maryland Mining Company," and underlaid with the great vein of coal.

Also—One Lot called "HOOK-IM IN," containing about 80 acres, situated on Bradock's Run, two miles below the village of Eckhart. This land is heavily timbered, with timber suitable for RAIL-ROAD CROSS TIES and other purposes. Bradock's Run affords many excellent sites for Saw or other Mills on this property.

Also—Two Lots of Land on the Canal Basin and Potomac River, containing 19½ acres of land, being part of the bottom land of the ROSE HILL ESTATE, purchased by the Maryland Mining Company for a COAL DEPOT, and most eligibly situated for the purpose, and particularly described in a deed from Mary Lynn and others to the Maryland Mining Co., dated 19th of January and 2d February 1844, and recorded in Liber H. B. No. 1, folio 140. Each tract being on the slack-water navigation of the Potomac River. The Baltimore and Ohio Railroad passes through the whole length of both tracts.

Also—A Tract or Parcel of Land situated at the junction of Bradock's Run and Wills' Creek, containing about five acres, conveyed to the Maryland Mining Company by Joseph Dilley and Elizabeth his wife, by deed bearing date the 18th of February, 1841, and recorded in Liber A. B. No. C. C. folios 29, 30, 31 and 32.

The two first Tracts of Land are divided into desirable FARMS, well watered and eligibly situated, and are in a high state of cultivation. The soil is good, and there is an immediate and certain market on the property in supplying the laboring population at the works with the products of the farm.

THE VILLAGE OF ECKHART MINES contains about 100 BUILDINGS of Wood, Brick and Stone, among them 1 Store house, 70 Dwellings, Machine Shop, Locomotive and Stationary Engine Houses, Carpenter Shops, Blacksmith do., Stables, Barns, etc., etc., all new and in the best repair. The village is situated near the centre of the property on the National Road, one and a half miles east of Frostburg; it is immediately convenient to the entrance of the Mines and affords accommodations to a population of 7 or 800 souls.

The Coal Mines are opened to be worked both by horizontal and slope workings, to an extent sufficient to meet the necessities of the largest coal trade. Besides the Eckhart Mines already opened, the Hoffman and other openings upon the property are eligibly situated to furnish vast amounts of coal on a very moderate outlay for improvements being made.

Also—A RAILROAD 9½ miles in length, from the Mines to a junction with the Mt. Savage Railroad by which a continuous line of transportation is provided to the Baltimore and Ohio Railroad Depot, in the town of Cumberland, and by a branch Railroad to the Chesapeake and Ohio canal. The road is laid partly on cross ties with a rail weighing 62 lbs. per lineal yard, and partly with an edge rail weighing 38 lbs. per yard supported by string timbers and cross ties, the whole in good repair, and constant transportation passing over it, together with full and ample right of

way for the same acquired by condemnation and purchase.

Also—A Branch Railroad from the Mt. Savage Railroad about one mile in length to the property of the Cumberland Basin company in the town of Cumberland, said road being new and in the best order, laid with a heavy rail of 62 lbs per yard and large oak cross ties. The two roads above mentioned of the aggregate length of 9½ miles costing over \$250,000

Also—A vast amount of personal property, for railroad and mine equipment, too numerous to mention in detail, but consisting in part of the following articles: 2 first class coal burning LOCOMOTIVE ENGINES, (Winnans' make) weighing 23 tons each; 1 second class wood and coal burning do., (English make and American rebuild,) and weighing 15 tons; 1 second class, do., do., 12 tons; 30 iron coal cars; 11 Gondola coal cars; 5 coke cars; 14 platform lumber cars; 2 passenger cars; 170 mine cars for the mines; 1 superior turning lathe and other machinery, tools and implements for repairing engines and cars. Also, Horses, Carts, Oxen, Wagon and Farming Utensils, etc., etc., etc.

The revenues of the Railroad growing out of the transportation of coal and miscellaneous freight and from passengers, are more than enough to pay the interest on its cost and keep it in repair.

It is not possible in an advertisement of this kind to give a full description of the property in question, but the object of the undersigned will be effected if they shall be able by this means to call the attention of capitalists to this magnificent property, which contains within itself all the elements necessary to sustain a large mining and manufacturing business, villages erected for workmen, collieries open ready for working—Railroad and Canal communication with tide water, etc.

THE TERMS OF SALE as prescribed by the decree are, one fourth of the purchase money in cash on the day of sale, and the balance in three equal installments of six twelve and eighteen months, with interest from the day of sale, the purchaser giving his notes or bonds with security to be approved by the Trustees, or the whole purchase money may be paid in cash at the option of the purchaser.

For further information apply to M. O. Davidson, Engineer and Superintendent, at the Mines, who will exhibit the property and explain its capabilities, or the undersigned Trustees,

GEORGE WM. BROWN,
Baltimore.
WILLIAM PRICE,
GEORGE A. PEARRE,
THOMAS J. MCKAIG,
Cumberland, Trustees.

Notice is hereby given, pursuant to said decree, to the creditors of the Maryland Mining Company to file their claims with the vouchers thereof in the office of the Clerk of the Circuit Court for Allegany county, within two months from the day of sale.

GEORGE WM. BROWN,
WILLIAM PRICE,
GEORGE A. PEARRE,
THOMAS J. MCKAIG,
Trustees.

July 3, 1852.

Railroad Spikes.

WE would call the attention of Railroad Companies and Contractors to a superior article of Railroad Spikes, of our own manufacture, which for finish, durability and quality of Iron, are not equalled by any in the United States.

THACHER & SEARS.
79 State St., Boston.

N.B.—T. & S. are prepared to take contracts for the delivery of Spikes, at any port of the U. States.

To Contractors.

SEALD PROPOSALS will be received by the undersigned, at the Post Office, in Easton, Pennsylvania, until 7 o'clock A. M., of the 10th August, prox. for the Grading and Masonry of fifteen miles in length of the Belvidere Delaware Railroad, from Milford to Phillipsburg, opposite Easton.

The line will be ready for inspection, and profiles and specifications shown at the offices of the resident Engineers, in Milford and Phillipsburg, on and after the 3d August.

Good references will be required of bidders unknown to the undersigned.

ASHBEL WELCH, Engineer B. D. R. R.
Lambertville, July 19th, 1852.

Nashua Iron Co.,

NASHUA, NEW HAMPSHIRE.

MANUFACTURERS of Bowline, Pembroke and Lowmoor Locomotive Tires, Engine Frames, Crank and Car Axles, Wrought Iron Shafting of all sizes, Shapes of all descriptions used in Machine shops and upon Railways.

FRANKLIN MONROE, Treasurer.

Messrs. Fullerton & Raymond, Agents, Boston.

" Raymond & Fullerton, " New York

Orders received by the Treasurer at Nashua, N.H. or by the Agents in Boston or New York.

RAIL ROAD CAR FINDINGS,

BRIDGES & BROTHER,

64 Courtland Street, N. Y.

WHEELS AND AXLES,
JAWS, BOXES, AND CASTINGS FITTED.

WROUGHT NUTS, BOLTS AND WASHERS,
ENGINE AND CAR SCREW BOLTS, all SIZES,
COACH LAG AND TELEGRAPH SCREWS,
LOCOMOTIVE ENGINE LANTERNS,
From the BEST Manufacturers and at their Prices.
CAR, HAND and SIGNAL LANTERNS.
COTTON DUCK, FOR CAR COVERING,
of any required width to 124 inches.

ENAMELED HEAD LININGS,

The best article made in this country.

PLUSH, and CURLED HAIR.

HAND CARS AND BAGGAGE BARROWS.
PASSENGER, FREIGHT-CAR, AND SWITCH
LOCKS, DOOR KNOBS AND BUTTS.

BRASS and IRON WOOD SCREWS.

BRASS AND SILVER PLATED TRIMMINGS
For Windows and Seats.

VARNISH, COACH JAPAN, AND GLUE,
Paints, Varnish and Glue Brushes.

SILVER PLATED AND WHITE METAL LETTERS.

ENGINE and SIGNAL BELLS.
ANTI-FRICTION, OR BABBITT METAL.
PORTABLE FORGES & JACK SCREWS.
HEMP PACKING, AMERICAN, RUSSIA AND ITALIAN.
CONDUCTOR'S BADGES AND BAGGAGE CHECKS.
Iron Bronzed and Brass Hat Hooks.
VENTILATORS AND WHITE METAL RINGS,
And all other Articles pertaining to Cars.

ALBERT BRIDGES, { Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES, { Late Davenport, Bridges & Co., Fitchburg, Mass.

Patent Hose.

DAY & MCMULLEN'S PATENT HOSE.—THE TRIAL made of this incomparable Water Hose, for two years past, has fully demonstrated its superiority. Orders from Railroads, Factories, Water Companies, and others, solicited. Every piece warranted to give satisfaction, by the Patentee and Manufacturer. The following is one of the many certificates, and published, to show the estimation from actual use:—

JERSEY CITY, Dec. 17th, 1851.

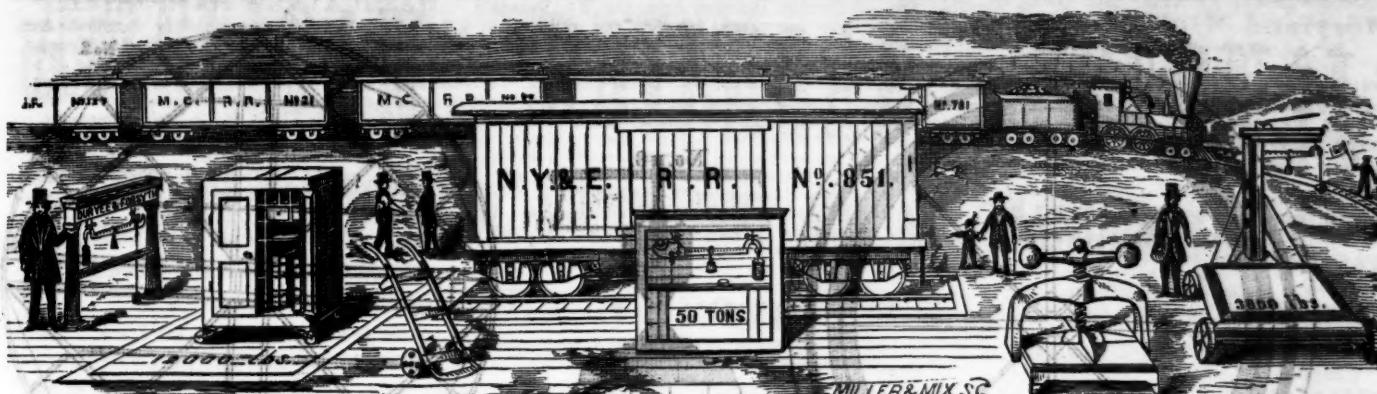
HORACE H. DAY, 23 Courtland st. N. Y.

DEAR SIR I take great pleasure in stating to you, in answer to your inquiry in regard to the India Rubber Hose furnished by you for the New Jersey Railroad and Transportation Company, that we have found it of the very best description, and to answer much better purpose than either leather or canvas. It is not only more durable, but in the end, the most economical. We have now rubber hose on some of our locomotives, that we purchased of you two years ago, which has been in constant use and is still as good as ever, and I have found your four-ply to stand pressure of 150 lbs. to the square inch.

Yours, very respectfully,

JAMES MCFARLAND, Superintendent
Motive Power for N. J. R.R. and Trans.

ROCHESTER SCALE WORKS.

DEPOT SCALE, 6 TONS,
AND FIRE KING SAFE.TRACK SCALE,
100,000 LBS.RAILROAD
MANIFEST PRESS. IRON SCALE,
1 1/2 TONS.

DURYEE & FORSYTH, MANUFACTURERS, ROCHESTER, N. Y.

THE Subscribers are prepared to furnish upon order, RAILROAD SCALES of superior quality at reduced rates; Warehouse Trucks: Manifest Presses and Books; also, COVERT'S FIRE KING SAFE.

It has been decided by Scientific Gentlemen, that our Scales are preferable to all others, from the fact of their being made stronger and more substantial, more material used in the construction of the Levers, which renders them much safer and more durable.

Our Motto is, to excel in the articles we manufacture; therefore the best materials are used. The best model and plans are adopted, to make them the most desirable for the market.

We wish it distinctly understood, that we use the best CAST STEEL in the bearing edges of our Scales, although it has been otherwise reported by Messrs. Fairbanks' Agents. We are ready at all times to test the merits of our Scales with any honorable competitor.

A large majority of the Track, Depot and Portable Scales in use by the New York and Erie Railroad Co. were furnished by us. Also, the Michigan Central Railroad is furnished exclusively with our Scales.

The facilities that we have for manufacturing with new and improved machinery, and the central position we occupy for shipping to the different markets, enables us to reduce the price of our Scales 10 to 15 per cent from former prices.

Our Mr Duryee has had over twenty-one years practical experience in manufacturing. The work being under his charge furnishes a sure guaranty of the superiority of our wares. All orders will receive prompt attention. DURYEE & FORSYTH.

GENERAL DEPOTS:

Wm. T. Pinkney, Jr., Agent, 166 Pearl St., N.Y.
Raymond, Ward & Co., " Chicago, Ill.
Crawford & Reynolds, " Cleveland, Ohio.
Joseph E. Elder, " St. Louis, Mo.
Byram, Miller & Shreve, " Louisville, Ky.

The following Railroads have been furnished with our Scales and Wares, exclusively or nearly so:

New York and Erie, Cleveland and Columbus, New York and Harlem, Michigan Central, New York and N. Haven, Mad River and Lake Erie, Sandusky, Mansfield and Newark, Indianapolis and Bellefontaine,

Syracuse and Utica, Columbus and Xenia, Lexington and Frankfort, Hillsboro' and Cincinnati, Greenville and Miami, Cayuga and Susquehanna, Rome and Utica, Rutland and Washington, Krie and State Line, Rochester, Lockport and Michigan Southern, Niagara Falls, The Hon. Canal Commissioners, and Engineers of the Erie Canal Enlargement.

Michigan Central R. R. Office, Detroit, May 10th, 1852.

Messrs. DURYEE & FORSYTH,
Rochester, N. Y.

Gentlemen: We have in use upon our road nearly one hundred of your Scales, comprising most of the

sizes ordinarily in use upon railroads, many of which have been in service four or five years.

They have kept in adjustment well, retain their sensitiveness, and we regard them as strong, accurate, reliable, and in every respect satisfactory.

Respectfully yours,

J. W. BROOKS, Sup't.

New York and Erie Railroad,
Supt's Department Gen'l Freight Office,
New York, June 21st, 1852.

To MESSRS. DURYEE & FORSYTH,
Rochester,

Gents: This company have had in use on their road for three years past about fifty of your Railroad Track, Depot and Portable Scales. It affords me much pleasure to assure you that I consider them fully equal to any scale in use on the road, in point of strength, durability, accuracy and finish.

I am very respectfully, your ob't serv't,
SAM. BROWN, Gen'l Freight Ag't.

The following Report was made by the Hon. Canal Commissioners of the Erie Canal Enlargement, to the Legislature of the State of New York, Feb. 3d, 1852.

WEIGH LOCK SCALE.

It is but justice to say that the new Weigh Lock at Rochester abundantly sustains the reputation claimed for it by its worthy and scientific builders.

Messrs. Duryee & Forsyth have constructed for this lock, scales of superior power, and may well challenge comparison with any similar work in or out of the State. The mode of adjustment is so easy and simple, that great certainty is secured in determining large or small weights.

Report on Duryee & Forsyth's Weigh Lock Scale, by the Committee of the State Agricultural Society.

The Committee appointed to examine the Weigh Lock Scale in the City of Rochester, manufactured by Messrs. DURYEE & FORSYTH, of said city, have performed the duty assigned them, and report that they regard it as an admirable piece of mechanism, which reflects great credit on the builders. Length of Scale, 90 feet; width, 20 ft.; height, 32 ft.; weight of scale, 75 tons; capacity of weighing 400 tons.

Considering the weight and strength of the materials used, the delicacy and accuracy of this apparatus for weighing loaded canal boats of the largest class, this scale excites universal admiration. One of the committee tested it when under the pressure of a weight of 219 tons 900 lbs., and it clearly indicated a small additional weight within five pounds.

Any description of this Scale would hardly be intelligible without drawings, which the committee have not at command. It has no equal known to the committee. They recommend that a GOLD MEDAL be awarded to DURYEE & FORSYTH, for the manufacture of an article so important to the protection of the revenue of the Erie canal, and to the accurate weighing of an incalculable amount of private property.

C. DEWEY.

DANIEL L.

Rochester Sept. 20th, 1851.

We have received the Society's FIRST PREMIUMS, DIPLOMAS AND SILVER MEDALS, annually, since 1848, for the best Scales and exhibits.

SILVER MEDAL of the American Institute, New York, and DIPLOMA of the Mechanics' Fair in Boston. Also, the HIGHEST PREMIUMS IN MONEY and DIPLOMAS of the Provincial Fairs, Canada, and State Fairs in Ohio and Michigan.

\$200,000 SEVEN PER CENT CONVERTIBLE BONDS of the NEWCASTLE and RICHMOND RAILROAD.—The undersigned offer for sale TWO HUNDRED SEVEN PER CENT CONVERTIBLE BONDS for \$1,000 each, of the NEWCASTLE and RICHMOND RAILROAD COMPANY, with Interest Coupons attached, payable semi-annually at the office of the Ohio Life Insurance and Trust Company, in New York. The Bonds are payable at the same place in fifteen years and are convertible into the stock of the company within five years.

These Bonds are secured by a mortgage executed by the Company to George Carlisle, of Cincinnati, and Joseph B. Varnum of New York, Trustees of the road from Richmond in Wayne County, to New-Castle in Henry County, including the superstructure, iron rails, depots, tolls, privileges and franchises of the Company. This mortgage is the FIRST AND ONLY LIEN upon this section of the Road, which is a part of the great Trunk Railroad from Cincinnati to Chicago.

The New-Castle and Richmond Railroad extends from Richmond to Logansport, 103 miles, the whole of which is under contract, and about one thousand hands are now employed on the road.

The total amount of stock subscribed upon the whole road is \$509,400. The stock applicable to the construction of the road from Richmond to New Castle is \$250,900.

This railroad passes through the most fertile, populous and highly improved part of Ohio and Indiana, and it must become the great route for freight and travel between Cincinnati and Chicago and the Northwest.

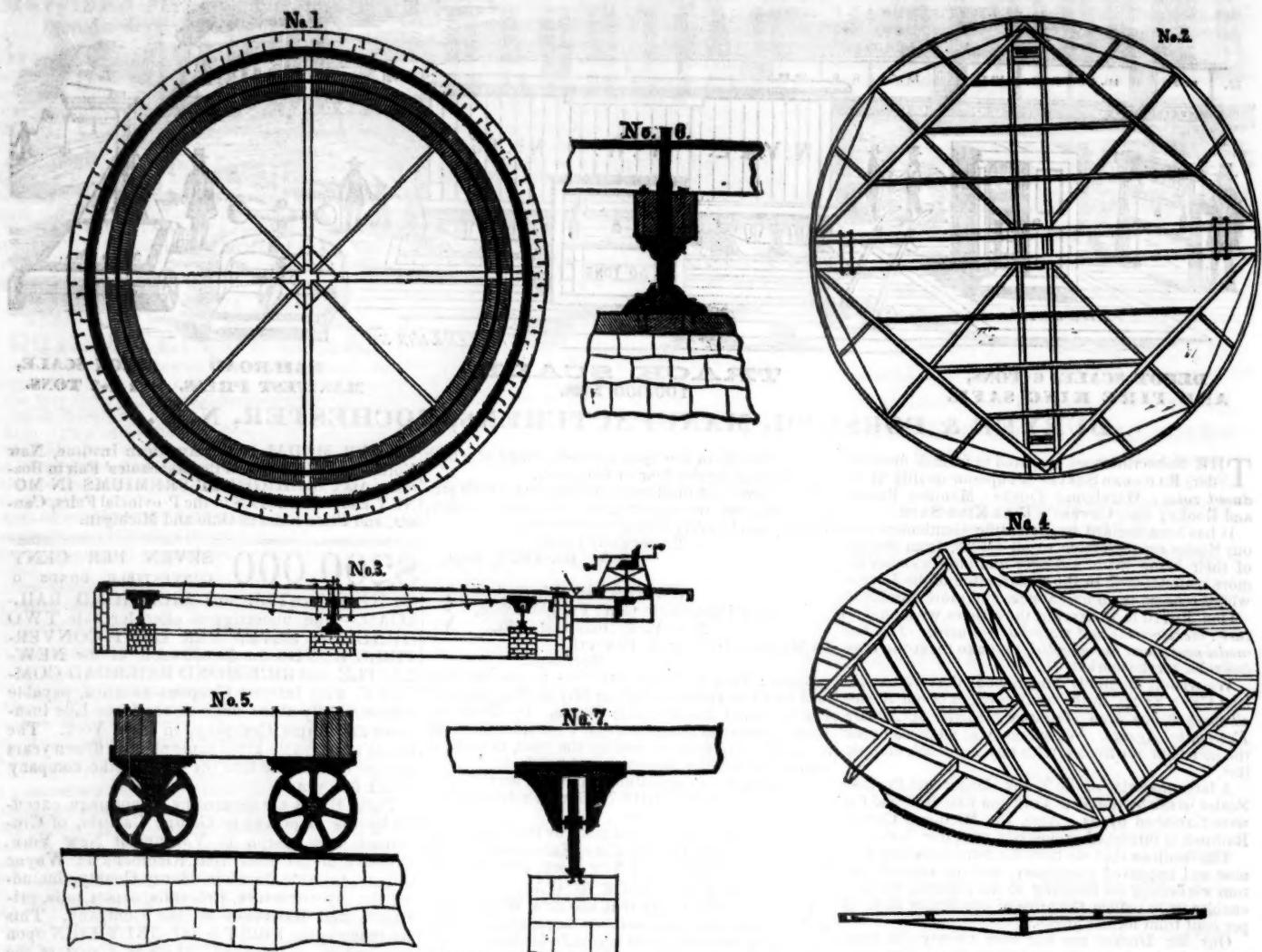
The local business alone would be sufficient to make the road profitable. The counties of Indiana through which it runs produce annually more than two millions of bushels of wheat, five millions of bushels of corn, one hundred and fifty thousand hogs, and fifteen thousand cattle, a large part of which must be transported to market on this road.

The iron rails for more than fifty miles of the road have been purchased. Ten miles of the road, from Richmond to Washington, will be completed and in operation in November next, which will make a continuous railroad of about 70 miles from Cincinnati, by way of Hamilton, Eaton and Richmond.

The holders of the bonds will have for their security the obligations of the company, with subscriptions of stock to the amount of more than half a million of dollars, and a mortgage upon the road from Richmond to New-Castle, with the iron rails, superstructure, tolls and franchises of the company.

CARPENTER & VERMILYEE, 44 Wall-st.
C. CAMMANN WHITEHOUSE & CO., 56 Wall-st.

CARHART'S IMPROVED TURNTABLE.



THE Patentee of the improved Turntable solicits an examination of its merits by Railroad Companies. It has been in use on the Hudson River Railroad during the last three years, since which some improvements have been made upon it. The Patentee is now putting down the fifth table on the Ohio and Pennsylvania Railroad, where these tables have been in use for one year past. The *chief merits* of this Turntable are that it is capable of being turned by two men, with an engine and tender upon it, weighing thirty-five tons, in the space of two minutes. Its cost, including all material, the best kind of workmanship in wood, iron and ma-

sonry—except excavating the pit and laying the track—is only *thirteen hundred dollars*, and all repairs, except the ordinary wear and tear, will be guaranteed for the sum of five dollars a year, for three years.

Figure 1 of the above cut represents the foundation, consisting of the bank and track walls; centre pier, cross-timber for bolting the step of pivot to. The track, which is spiked and leaded into the coping of the wall, the latter being composed of stone $2\frac{1}{2}$ feet square. The Bank wall is 5 feet high and 20 inches thick, with cut and hammered dressed stone coping laid in lime and sand. Fig. 2 shows the

carcass framing. Fig. 3 gives a side view of one main truss, with the mode of gearing, including rack and pinion. Fig. 4 gives a perspective view of rim and segments. Fig. 5 an end view of the main trucks with pedestals and wheels. Fig. 6 screw for pivot, 6 inches in diameter, running to the top of the table, with the lever for adjustment. Fig. 7 shows the cross section of the track wall, wheel and pedestal.

For further particulars please address the subscriber through WM. W. PRATT, Jersey City, N. J.

June 19th.

D. H. CARHART.

New York and Canada.

The attention of Merchants, Traders and travellers, is directed to the facilities now afforded for the conveyance of freight and passengers direct from this city to Montreal.

The Champlain and St. Lawrence Railroad Company having opened their road from Rouse's Point to South Montreal, the only link before wanting to connect New York with Montreal by a continuous railroad, has been supplied.

Passengers leaving New York in the morning, sleep comfortably on the way, and arrive at Montreal at half past four the following afternoon, reducing the travelling time to little more than twenty hours.

Freights are carried with the greatest care and dispatch, at greatly reduced rates.

After the opening of navigation, passengers will be conveyed from one city to the other by day light.

New York, Feb. 13, 1852.

CORROSIVE SUBLIMATE.

THIS article now extensively used for the preservation of timber, is manufactured and for sale by POWERS & WEIGHTMAN, manufacturing Chemists, Philadelphia.

Jan. 20, 1849.

To Telegraph Companies.
TELEGRAPH WIRE.

ORDERS taken for all numbers of best quality of English Telegraph Wire. Samples at the office of the Subscribers. J. E. CARMER & CO., 6m*14 75 Broad st., New York.

Spikes, Spikes, Spikes.

ANY person wishing a simple and effective Spike Machine, or a number of them, may be supplied by addressing J. W. FLACK, Troy, N. Y. or MOORE HARDAWAY, Richmond, Va. March 6, 1860.

Dudley B. Fuller & Co.,
IRON COMMISSION MERCHANTS,
No. 139 GREENWICH STREET,
NEW YORK.

Smith & Tyson,,
IRON COMMISSION MERCHANTS,
BALTIMORE.

REFINED JUNIATA Charcoal Billet Iron for Wire.
Do. for Bridging, of great strength.
Ebau, Wheel Iron of great strength and superior chipping properties. Ebau Forge Iron, American Shot Iron, Cut Nails, Spikes and Brads, Nail and Spike rods, Railroad Spikes of superior quality, Wrought Chair plates of any pattern, punched or plain.

M. B. HEWSON, Civil Engineer.
(Open to a New Engagement,)
Memphis, Tenn.